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Hot new Merc C63
Blistering M4 rival unleashed



Nissan's 'Z' is back Sports car out, crossover in





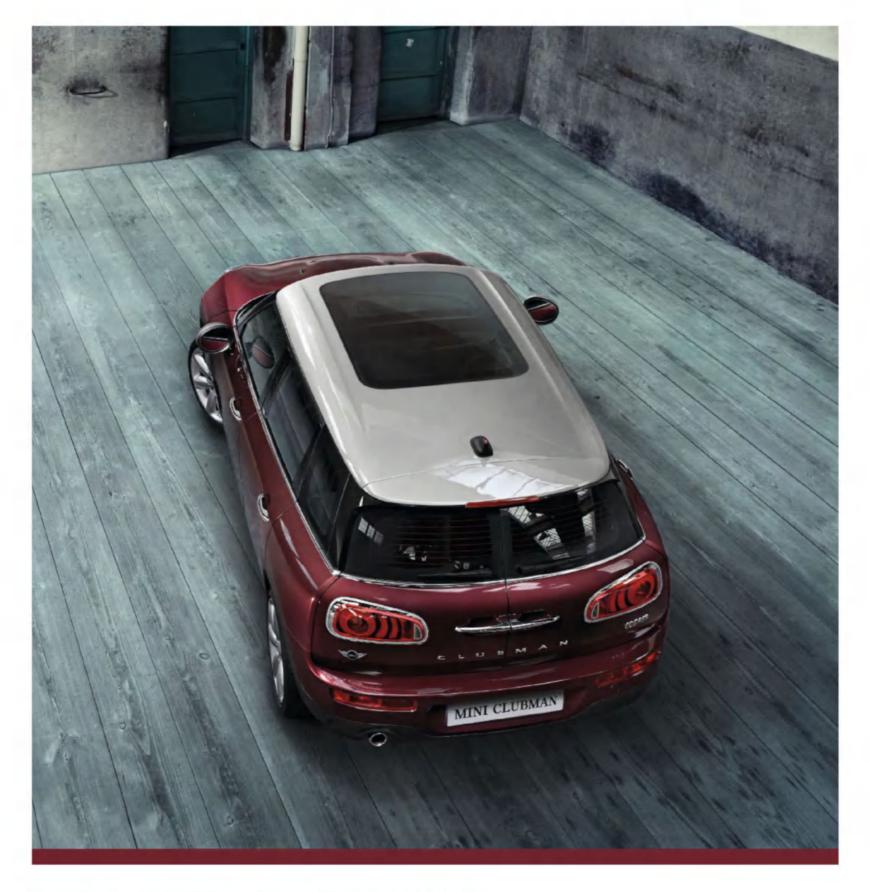
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The new Ford S-Max is a car you can enjoy driving with a bit of spirit

Matt Saunders, p56





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PEUGEOT **CONTROL Official Fuel Consumption in MPG (I/100km) and CO2 emissions (g/km) for the 308 Range are: Urban 38.2 – 80.7 (7.4 – 3.5), Extra Urban 61.4 – 97.4 (4.6 – 2.9), Combined 50.4 – 91.1 (5.6 – 3.1) and CO2 130 – 82 (g/km).

(7.4 – 3.3), EXITA OF DATA (4.6 – 2.9), COMMINED 50.4 – 91.1 (5.6 – 3.1) and CO2 130 – 32 (g/Km).

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PEUGEOT 308





Fun driver's cars: big budget not needed

WHAT MAKES THE perfect driver's car? Autocar's test team can debate that conundrum long into the night. Rarely is a consensus reached before another biddable new contender appears to further muddy the waters.

It's difficult enough that the question is so multi-faceted. Does rear-wheel drive always trump front-wheel drive? How much power is enough or can you never have too much? Can an automatic transmission ever beat a manual?

There is one thing our testers are unanimous about, though: it shouldn't be necessary to break the bank to access fun motoring. As much as cars such as the £321,000 Lamborghini Aventador Superveloce, assessed on p24, offer an exhilarating driving experience, there are others on sale for one-tenth of the Lambo's price that are just as likely to plaster a broad smile on the face of any enthusiast.

That's precisely the premise behind this issue's quest to



determine the best new driver's car on sale for under £30k. We took nine of the hottest new-for-2015 prospects and spent two days appraising them on road and track. Our testers' verdicts start on p34.

RT HEAD OF CONTENT

THIS WEEK

Issue 6165 Volume 285 No 8

Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Handling Day on a £30k budget

Best new cars under £30k battle for top honours



INSIGHT

Ken Block

Drifting legend shows off his 850bhp Mustang

NEWS

Kia Sportage Official pictures of Kia's next-generation SUV





PREVIEW

Frankfurt show

Our full preview of the show's hotly tipped stars be viable in the UK?





Nigel Donnelly Can left-hand drive ever

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■ New Z crossover due within 18 months ■ Rakish concept expected next month ■ Hybrid

issan is preparing a radical sports crossover to bring its famous Z badge back to the masses – and the new model is poised to hit showrooms within the next 18 months.

The Japanese brand has been weighing up a variety of options on where to take the famous Z brand as the current 370Z is phased out by 2017. It has considered a higher-powered sports car and a cheaper, more basic fourcylinder model – as previewed by the iDx compact coupé concepts that were revealed at the Tokyo motor show in 2013.

However, sources indicate that Nissan has settled on a more radical solution: making the next Z car a small sports crossover. It's expected to showcase how such a model could look as early as the Frankfurt show next month.

An SUV-influenced Z car is likely to infuriate purists, but Nissan believes it can still satisfy a large number of Z fans while also tapping into a huge new customer base, particularly in the US, where the badge has equity and the crossover market far outweighs the sector for small sports cars.

Senior Nissan officials have recently hinted at a rethink on the Z strategy. Earlier this summer, the firm's chief creative officer, Shiro Nakamura, told Australian media: "I don't think the next one [Z car] is going to be the 390Z. It's not growing because it's already big enough. You know, 350 started with 240, 300, 350 and then came 370. I don't think we should go higher.

"We haven't yet decided anything about whether next-generation Z should be anything larger or with more power," he said. In a clear reference to a switch of vehicle type, Nakamura added: "We need to take another path. I feel Z needs more revolution than evolution. I think GT-R has to stay the most high-performance symbol of Nissan technology and Z is a more affordable sports car or a sporty car to get the younger people."

Nissan executive vicepresident Trevor Mann has supported Nakamura's view. He told Autocar: "We do know that Z, as a sub-brand if you like, has high equity. The market is not like it used to be, though, so I

It's thought the new Z crossover will be notably cheaper than a £30k 370Z



rossover

likely ■ Same platform as next Juke

think that if you do something, you'll need to do something which is quite special, to

attract the segment."

When asked to comment directly on Nakamura's statement, Mann said: "If that's what Nakamura said, then I guess he might be right, in terms of re-establishing the links to something people can connect to."

That's likely to be a reference to price. It's thought the new Z crossover will be notably cheaper than a £30k 370Z and its range-toppers could overlap with the lowerend editions of the Qashqai.

The new Z will be similar in size to the Nissan Juke although, unlike the current version of that car, the new model will be based on the Renault-Nissan Alliance's latest CMF B platform. Its engine line-up will be able to include the full range of 1.6-litre turbocharged petrol engines.

It's unclear if the new model will be a coupé-esque threedoor or if Nissan will include a pair of rear doors with hidden handles. It's likely that the roofline will compromise rear cabin space for adults, though, making the Z crossover a car with occasional rear seats



Is this Z crossover a wise move for Nissan?

THE PROSPECT OF a Z car having more than two seats may not be totally alien to the famous badge but the idea of it being a jackedup crossover certainly is. Nissan is about to take a huge risk with its sports car sub-brand, and it knows it. As creative director Shiro Nakamura describes it, this will indeed be a "revolution".

Sadly, that's what is required - because when all's said and done, the 370Z has done little to boost Nissan's image or

its sales sheets. Its combination of a hefty V6 petrol engine and rear drive has looked increasingly old-school against ever more sophisticated rivals. Furthermore, the sports car market itself has been shrinking, squeezing the potential impact of even a successful Z car.

We'll know more in a few weeks, when



we finally get to see what Nissan's interpretation of a sports crossover looks like. But the company has a terrific record on SUVs, and if it can mix that slightly raised stance with entertaining dynamics and a trick hybrid powertrain, it could have a fascinating Z on its hands. Not a traditional one, I grant you, but potentially a sales hit.

← at best. The more extreme concept, which will be designed to gauge reaction after the Frankfurt show, may even be a two-seater only.

The new platform has the flexibility to accommodate hybrid powertrains, so it's possible the concept at least will showcase a set-up featuring an electric motor to drive one of the axles.

Nissan is likely to argue that the GT-R has managed to mix strong performance credentials with a rear-biased four-wheel drive system and that a hybrid crossover can provide some of the same character – while potentially also offering zero-emissions running for short distances.

The Z should allow Nissan to compete in the lucrative middle ground on small crossovers, attracting buyers who don't want as large a car as the Qashqai but who find the Juke too quirky nor not sporty enough. The demographics of Juke buyers are said to have confounded Nissan product planners. The average age of Juke buyers is in the late 40s, but this is based on really young purchasers and a surprisingly large band of elderly customers.

A Z-badged crossover would also be a legitimate

choice of vehicle for the Nismo tuning division. Nissan hopes to extend the sub-brand's influence with cars such as the forthcoming Pulsar Nismo, but senior figures insist it will not be applied to models that don't allow it to deliver genuine performance credentials.

It's thought the continued strength of Juke sales has allowed Nissan to consider adding a further small crossover to its line-up. The Juke is expected to evolve for its next incarnation, which will bring a switch to the same CMF B platform as the new Z crossover (and the next Micra) but only mild changes to its exterior styling.

"We think the Juke still looks a really fresh car," Mann said. "Sales are still really strong and the customer base continues to expand for that type of vehicle. I think that'll be reflected in what comes next for Juke."

JOHN MCILROY

It should attract buyers who find the Qashqai too large and the Juke too quirky

The Z family: cars the crossover must follow



The original Z was first shown at the 1969 Frankfurt show and went on sale the same year. It started with a 149bhp 2.4-litre sixcylinder engine in the US. This was upgraded to a 2.6 in 1974 and a 2.8 in 1975, resulting

in name changes to 260Z and 280Z.



The second-generation Z car carried over the 2.8-litre engine and five-speed manual gearbox of the first generation but little else. It added more luxury and was larger. A turbo boosted power and performance in 1981, taking the output up to 178bhp.



The 300ZX came with a total redesign and the introduction of a 3.0-litre V6 engine when it was launched in Japan in 1983.
The 300ZX was also the last Z model to come with a Datsun badge. Nissan dropped it for good from 1985.



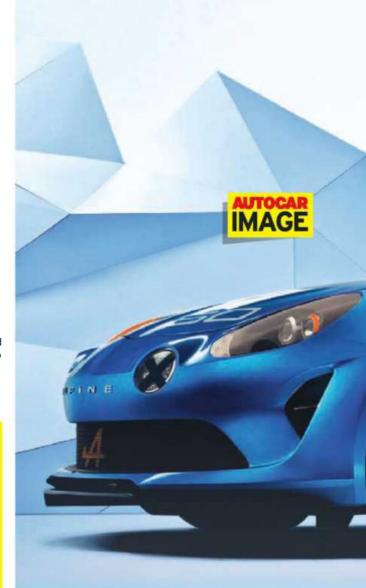
The engine remained largely the same for the fourth-generation Z car, but it now had 219bhp in naturally aspirated form and 296bhp in turbo guise, bringing a 0-60mph time as low as 5.0sec. This version also introduced the first Z convertible, in 1993.



The Z car was absent for five years after the 300ZX went off sale in 1997. It returned with the 350Z, the first Z model built after the creation of the Renault-Nissan alliance. It came with a 3.5-litre V6 engine.



The coupé version of the 370Z went on sale in early 2009, with the convertible following towards the end of the same year. It came with a 3.7-litre V6. Power outputs have extended up to 339bhp for the latest Nismo edition.



Hardcore a

THE RELAUNCHED ALPINE brand will be topped by a hardcore 300bhp version of its new sports car within two years – at which time it is also expected to launch an SUV to capitalise on the booming demand for upmarket high-riding cars.

The high-performance version of the new sports car will follow around a year after the base model is launched in 2016. Hinted at by the Alpine Celebration concept car at Le Mans this year, the new car is tipped be called Alpine A120, despite earlier speculation about the AS1 name.

According to reports in the French press, power for both the standard car and the more extreme version is expected to come from the same 1.8-litre TCe engine, located in a mid-rear position just in front of the rear wheels and linked to the seven-speed dual-clutch automatic transmission that has been developed for the new Renault Talisman.

The engine is, in fact, said to be based on a modified version of the Clio RS's 1.6-litre unit, because it is lightweight and allowed the company to save on the development costs of a bespoke unit.

For the fastest version of the A120, power output will be extended from around 250bhp to around 300bhp by more aggressive turbocharging. That should make it a rival for the Porsche Cayman 3.4 S, which has 320bhp but, at 1415kg, is heavier than the Alpine's expected kerb weight of 1100kg.



Hottest A120 will have a more dramatic look than the entry version



nd SUV Alpines on the way

The more highly tuned version of the engine will need a heavily remodelled cooling system. Insiders suggest the firm's designers have taken the opportunity to introduce ducts down the side of the car to improve airflow without disturbing the front-end aerodynamics. At the same time, the modifications will give the more extreme A120 significantly more dramatic visual presence.

However, the power output of the range-topper is still significantly below that of faster Caymans. Alpine bosses are said to have settled on a formula of offering a greater emphasis on lightweight construction and optimum traction than outright power, because it provides a better link to the firm's historical successes with the A110.

Many of the Alpine's underpinnings are said to be made using advanced aluminium construction techniques. Engineers are rumoured to have been set a 1000kg target when the project began in 2013, but this was deemed achievable only if the firm used carbonfibre bodywork, which was too expensive for production.

The most extreme Alpine will receive other visual modifications – including front LED lights with a rally-style cross on them, to evoke memories of the Monte Carlo Rally-winning A110 cars – as well as being engineered for more extreme performance. Beyond that, external differences from the Celebration concept are said to be minimal, beyond the removal of the racing stickers

and the toning down of other racing features, such as the exaggerated tow hook and single-nut racing wheels.

Spy pictures of the Alpine testing under Lotus Exige bodywork have revealed that the car will have a cuttingedge interior, with an Audi TT-style digital dashboard. Engineers are also said to have focused on providing a driving position optimised for enthusiasts and based around the relationship between the location of the bucket seats, pedals and steering wheel. Gearshifts will be possible via steering wheel-mounted paddles, with the focus on giving a racing car feel.

Prices are expected to start at around £40,000 for the base car, rising to more than £50,000 for the high-performance A120.

SUVs are the new sports cars



RENAULT BOSSES HAVE long discussed creating a family of Alpine models if the sports car launch is a success, but the emergence of a sports SUV as the likely follow-up model is a surprise, as is the advanced development of the car so it can be launched by 2018.

Although unconfirmed, it is suggested the Alpine SUV's creation is strongly linked to the decision of partner Nissan to remodel its Z line as a sports crossover. Like the Nissan, the Alpine is expected to offer four-wheel drive via a hybrid powertrain.



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Citroën set to reinvent Mehari

French firm plots a boldly styled take on its classic utility vehicle; electric power and AWD possible

a "bold and creative" concept car that's believed to evoke the utilitarian look of the 2CV-based Mehari, which was built between 1968 and 1988. The new concept will make its debut at the Frankfurt motor show next month.

Beyond revealing that it will showcase its "vision for the future of the automobile through a strongly designed concept car", Citroën has officially offered no further details. However, Autocar can reveal that Citroën recently applied for the trademark on the e-Mehari name, suggesting the car could have an electric or hybrid powertrain.

An insider has suggested

that extreme concept ideas could include a clip-on canvas roof, an open load bay and a variation on the Airbump theme launched on the Cactus. As such, it also evokes the open-topped Citroën Lacoste concept, which was the original inspiration for the Cactus.

It has been suggested that the new car, once stripped of its concept flourishes, will show how a convertible C4 Cactus could look. Although that car is expected to be a more conventional interpretation of a convertible, insiders say Citroën is eager to spark memories of the Mehari in its concept to remind people of its new philosophy of building cars based on simplicity of purpose.

In addition, the Mehari weighed less than 600kg and was powered by a 602cc two-stroke engine. Both lightweight design and low-capacity but capable powertrains are at the core of Citroën's future plans.

The Mehari was sold around the world as a mild off-roader and light truck. About 150,000 were sold in total. It took its name from a fast-running camel once used by the French cavalry in desert warfare.

The trademarked e-Mehari name raises the possibility of a production car with an electrically assisted four-wheel drive system. A four-wheel-drive version of the Mehari was sold between 1979 and 1983.

JIM HOLDER



THE FIRST CITROEN concept for the Cactus was far more stripped-out than the car that finally made production. That's because it took the ethos of simplicity of purpose much



further than customers were willing to accept and pay for.
With the Mehari concept, Citroën will again push at the
limits of how far it can strip back towards a frill-free
functional vehicle. In some ways, it is surprising the firm is
testing the theory again so soon. But given the Cactus's
sales success in Europe, perhaps Citroën detects that the
concept of quirky, simple cars is now gaining momentum.

More striking looks for new C3 and C3 Picasso



CITROEN WILL UNVEIL the successors to both its Ford Fiesta-rivalling C3 and the C3 Picasso mini-MPV next year.

The C3 is lined up for a public debut at next spring's Geneva motor show. It's likely to get more dramatic styling than the current, rather conservative edition, thanks to the adoption of Citroën's trademark slim daytime running lights and large, circular headlights, as seen on the C1 (pictured, left).

The C3 will also stick to the same PF1 platform and engine line-up as its fresher stablemate, the Peugeot 208. Parent firm PSA has committed to modifying the PF1 into a new platform, called CMP and developed with its Chinese partner Dongfeng. However, it's unlikely to be ready in time for the C3 models. A debut with the next generation of the DS 3 is more likely.

The C3 will continue to be

a five-door model. Citroën is said to see no need to offer a three-door version, despite the splitting off of the three-door DS 3 to the company's premium sub-brand.

The C3 Picasso will follow later in 2016, with a possible debut at the Paris motor show in the autumn. It will have similar design cues to the C3 but, in a nod to its more practical role, it could feature the Airbump protective panels from the C4 Cactus.



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Charging points need rethink

Study claims locating public charging points for plug-in cars in more visible locations will reassure future buyers

he UK needs to consider how public charging points for electric vehicles can win over EV doubters, says a Department for Transportcommissioned study into the future adoption of lowemissions vehicles.

The new report, called Uptake of Ultra Low Emission Vehicles in the UK, collates the findings of 295 sources, using 45 of them in detail. It concludes that, while existing EV and PHEV owners continue to lobby hard for a more widespread public charging infrastructure, 97% of them can charge at home.

As a consequence, the report says, "public charging provision is seen to have two overlapping but different roles: meeting the needs of existing owners and addressing the concerns of potential future EV owners about buving an EV".

The report argues that prioritising existing or potential owners will affect the choice of

locations for future charging stations. It says that targeting existing EV owners will result in "more charge points at strategic locations such as motorway service stations", while focusing on potential customers will bring "highly visible locations such as town and city centres".

Britain's leading EV charge point provider, Chargemaster, agreed with the study's view on winning over plug-in doubters.

"It's not a case of charging points being merely there for PR," said David Martell, the firm's chief executive.

"However, having charging points visible in public car parks – supermarkets, hotels, train stations – does mean that when someone is next in a car dealership and they're considering a plug-in vehicle, they may be slightly less concerned about how they're going to charge it."

Martell warned against any drop-off in infrastructure investment. "We're still working on the basis that for every EV or plug-in vehicle, you need two charging points.

"With so many major manufacturers now investing in plug-in vehicles, we know demand is going to rise. To meet that demand, we think that for every charging point today, we're going to need 20 by 2020."

The current economic climate could make high levels of government investment in a public charging infrastructure for EVs harder to justify.

However, Martell suggested that the UK charging industry had turned a corner on the numbers of charge points and their installation costs.

"The increased sales of EVs means there's a commercial model now for companies such as ours and, with only a little bit of government help, you can do it," he said. "That simply wasn't the case before."

JOHN McILROY



JOHN MCILROY

A new phase begins

THE UK GETS a pretty decent rating from this batch of collated research. We're not the best in Europe at supporting plug-in vehicles, but we're far from the worst.

It's a little worrying to hear that public perception is considered as good a reason for continued expansion of the public charging network as providing practical value to those who've actually committed to an EV.

However, the risks to the taxpayer are lower than they used to be. Chargemaster's David Martell suggests we're entering a phase where the infrastructure investment can support a business model for private companies, with limited government support.



If that really is the case, a mix of improved batteries on the cars themselves and a 20-fold increase in the number of charging points at 'destinations' (places you'd be going for a while, instead of stopping en route) could transform the EV landscape by 2020.

Get out of the mindset of charging points replacing petrol stations, in fact, and you can see sense in the prediction that one in every 10 cars sold in the UK by 2020 will plug in.

EV HOMES HAVE TWO CARS

Four-fifths of EV owners have at least two cars, says a new study into low-emissions vehicles by the Department for Transport. The EV or PHEV is used the most and its average mileage comparable with conventionally powered cars.



AUDI AXES A8 HYBRID IN UK

The Audi A8 hybrid has been dropped from the UK line-up. The firm said the move was due to the fact that "demand for a higher electric range [than the A8's] has risen sharply" since the facelifted luxury saloon arrived in early 2014.



New C63 S Coupé produces up to 503bhp from its twin-turbo V8



Merc unleashes M4 rival

New Mercedes-AMG C63 Coupé fields a class-leading power output and a heavily reworked chassis

ercedes-AMG has revealed the new, second-generation C63 Coupé, the car it is relying on to steal the thunder from the likes of the Audi RS5, BMW M4 and Lexus RC F.

Set to make its public debut at the Frankfurt motor show next month, before going on sale in the UK in January with prices starting at around £62,000, the four-seat coupé is powered by the same twinturbocharged 4.0-litre V8 petrol engine as that of the C63 saloon and estate.

Like these, the C63 Coupé will come in a choice of two power outputs. The standard version produces 469bhp and 479lb ft of torque, while the range-topping C63 S has 503bhp and 516lb ft. This is

23bhp and 74lb ft more than was produced by the naturally aspirated 6.2-litre V8 engine in the previous C63 Coupé when fitted with the optional Performance Package.

It also trumps the 444bhp RS5, 425bhp M4 and 470bhp RC F, making the new C63 S the most powerful rear-wheeldrive car in its class.

The C63 S, which costs almost £70,000, can accelerate from 0-62mph in 3.9 sec - 0.4 sec faster than its predecessor. The top speed is limited to 155mph, but a Driver's Package raises this to 180 mph. The standard C63 Coupé goes from 0-62mph in 4.0 sec - 0.1 sec faster than the C63 saloon and 0.2 sec faster than the C63 estate.

Despite the boost in

performance, AMG claims the new C63 Coupé is more economical than its predecessor, with a combined fuel consumption figure of 32.8mpg for both models and CO₂ emissions of 200g/km.

The styling of the C63 is significantly different from that of standard C-Class coupés. The only exterior elements they share are the frameless doors and the roof and bootlid. The front bumper is 64mm wider than standard and the rear is 66mm wider.

The C63's pumped-up body has been developed to house a revised chassis featuring wider tracks front and rear. It also permits the fitment of wider, 19in wheels on the S. The standard C63 has 18in alloys.

AMG styling touches on

the C63 include a heavily restructured front bumper with a black insert and integral front splitter, beefed-up side sills, a uniquely designed rear bumper and four trapezoidal-shaped tailpipes.

Inside, there are AMGspecific instruments and controls, a flat-bottomed multi-function steering wheel and sports seats.

With a kerb weight of 1725kg, mainly due to its increased dimensions, the new C63 S Coupé is 70kg heavier than its predecessor but has a better power-to-weight ratio.

Drive is channelled through AMG's Speedshift MCT (Multi Clutch Transmission) automatic gearbox, fitted with a shorter final drive than in the C63 saloon and estate. In the standard C63 Coupé, it is paired with a mechanical locking differential, but the C63 S gets a faster-reacting electronic locking differential.

The driver can choose between four driving modes on the C63 and five on the C63 S Coupé. The electronic stability control system has three settings: On, Sport and Off.

Underpinning the new C63
Coupé is a heavily reworked version of the C-Class Coupé's chassis featuring four-link front and multi-link rear suspension.
As well as having wider tracks, it gets new steering knuckles, a unique rear axle carrier that moves the contact surface of the wheels 25mm outwards, stiffer springs and dampers and more negative camber.

GREG KABLE



THIS WEEK

Cabin features AMG-specific instruments and sports seats; gearbox is a seven-speed Speedshift MCT auto



Pumped-up bodywork accommodates wider tracks and 19in alloy wheels, standard on the C63 S Coupé

The rivals the Mercedes-AMG C63 Coupé has to beat



The second-generation RS5 is set to ditch the 444bhp naturally aspirated 4.2-litre V8 engine of its predecessor for a new twin-turbocharged 3.0-litre V6 when it's launched in 2017. The new engine is rumoured to develop more than 500bhp in its most aggressive state of tune.



The recently unveiled Concept M4 GTS showcased how BMW's M division will up the power of the M4's twin-turbo 3.0-litre straight six engine with a new water injection process. This uses atomised water to cool the incoming air for a rumoured 8% increase in power, to around 459bhp.



Officials at Lexus have hinted that the naturally aspirated 5.0-litre V8 used by the RC F can deliver more than its current 470bhp. Lexus has since gone on to demonstrate this with the unveiling of the RC F GT3 concept. It ran a powered-up version of the production car's V8, delivering 540bhp.





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Fuel consumption in mpg (I/100km) for the Kia Rio 'SR7' 3-door: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO2 Emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/08/15 and 30/09/15 inclusive. You will not own the vehicle until all payments are made. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 3-door 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 is the Kia Servicing Package that covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www kia co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SiG, inc.



Honda plans light concept

Car and motorcycle technology could feature in firm's Project 2 & 4 show car

onda has teased a Frankfurt motor show concept that's tipped to blend its motorcycle engine technology with four wheels and a high-tech construction to deliver a lightweight track day experience.

Called 'Project 2 & 4', the show car is the winner of a global design competition between all of Honda's studios. It was created by the Japanese firm's motorcycle design studio in Asaka and its car studio in Wako and is said to reflect Honda's efforts to "create a more exciting user experience".

Honda has revealed few technical details about the show car, although it does say Project 2 & 4 will have a "cabinless design".

The top-down teaser image suggests that the engine will sit on one side of a central spine - and a driver cockpit could be located on the other.

The teaser sketch also reveals references in the livery to Honda's 1960s Formula 1 cars - a possible tribute to the firm's first F1 victory, which came 50 years ago this October. There's also a front air intake that could feed the engine.

Based on the teaser sketch, the car is almost certainly a single-seater, Honda says it will provide "the freedom



of a motorcycle and the manoeuvrability of a car" another hint that it will have an open cockpit but a car-based chassis with four wheels.

The powerplant for the show car is almost certainly derived from Honda's line-up of motorcycle engines. The firm has a strong line-up of highoutput V4 motors that would be ideal for a small track day car - most notably the unit in the upcoming RC213V-S.

Originally shown at this year's Goodwood Festival of Speed, the roadgoing version of Honda's MotoGP racer has 157bhp in regular trim but is also offered with 212bhp. **JOHN McILROY**

the Volkswagen Phaeton has been delayed, according to reports. Company bosses are said to be looking to increase returns on the nextgeneration luxury saloon by lowering material and production costs.

THE UK HAS a public charging point for every four electric vehicles, compared with one for every six in Norway. Financial incentives and other benefits, such as the right to use bus lanes in rush hour, have raised EV market share in Norway from 2% in 2011 to 18% in 2014.



MAZDA ISN'T RULING out the possibility of a folding hard-top variant of the new, fourth-generation MX-5 roadster, although it could be a long wait. A company source said: "If you think about how long it took us to do it for the previous generation, it won't come as a surprise that a hard-top version of the new MX-5 will be years away, if it happens at all."

STRONG EUROPEAN sales and a lack of capacity due to an increase in production of the new GLC at its Bremen factory in Germany has led Mercedes-Benz to source left-hand-drive versions of its latest C-Class saloon from its factory in East London, South Africa. The site traditionally only supplies right-hand-drive versions of the German four-door.

THE SUPERCHARGED 5.0-litre V8 engine used in the Jaguar F-Type R has been the subject of customer feedback suggesting that it's too loud, despite the engine being widely praised in the motoring industry. This led JLR to focus on noise, vibration and harshness testing on the Range Rover Sport SVR, which uses the same powerplant, in order to avoid similar criticism of the high-performance SUV.

F-Type chassis tech to sharpen F-Pace

JAGUAR SAYS THE upcoming F-Pace has been designed to be a driver's car, with several elements of the new SUV's underpinnings using technology from the F-Type sports car.

This technology aims to improve the SUV's ride and handling abilities and includes elements such as a torque vectorina system. This works in conjunction with the torque-on-demand all-wheel drive system and aims to improve agility in corners. The system reduces power to a wheel in the event of a loss of traction in a bid to eliminate understeer.

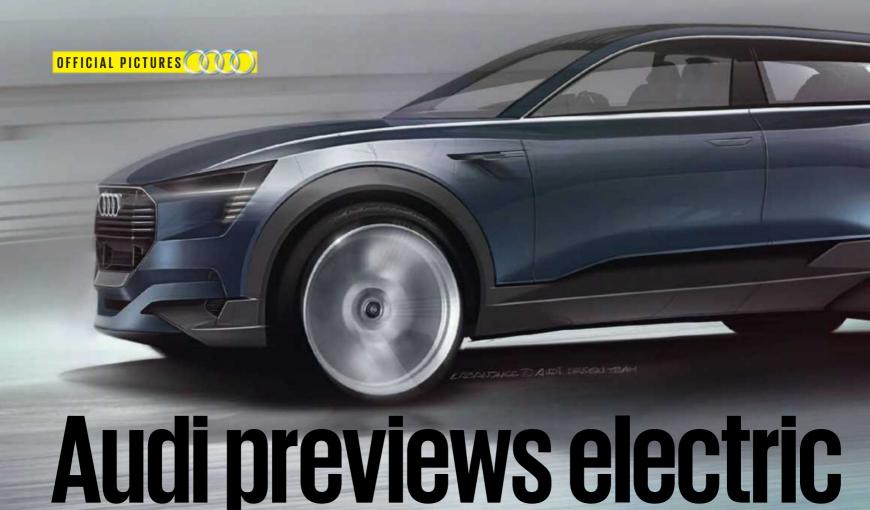
The F-Pace's steering has

also been developed using knowledge gained from the F-Type. The electric powerassisted system has been set up to provide as much feedback as possible, with Jaguar saying it is capable of responding to even the smallest input.

Other confirmed technology includes double wishbone front suspension and integral link rear suspension.

The F-Pace is due to be revealed at the Frankfurt motor show, before going on sale early next year. It is set to be the first of several Jaquar SUVs, with a small rival to the likes of the Audi Q1 and Mini Countryman a possibility.





Sketches of Audi's e-tron quattro concept hint at all-electric Tesla Model X-rivalling Q6, due in 2018

fficial sketches have given new insight into the look of Audi's e-tron quattro concept, which will make its debut at the Frankfurt show next month. The concept showcases new technology and is set to preview the electric Q6 SUV.

With dimensions that place it between the current Q5 and Q7, the e-tron quattro has been described by insiders as a "production-relevant zero-emissions concept".

It's currently undergoing the final stages of construction at Audi's Ingolstadt engineering headquarters.

These latest pictures show that the concept car has a coupé-like silhouette similar to that of the BMW X6 and the Mercedes-Benz GLE Coupé.

Audi is claiming a drag coefficient of 0.25, which it describes as a "sensational Cd value for an SUV".

The e-tron quattro concept also features the first use of

Audi's Matrix OLED lights in a new signature pattern.

Originally known under the internal codename of C-BEV, the concept was first hinted at during Audi's annual accounts press conference in April.

Sketches of the car's four-seat interior reveal a minimalist layout with a floating centre console, digital control surfaces and a digital instrument cluster. Audi says the infotainment system will incorporate gesture controls,



Concept highlights Audi's minimalist, high-tech future cabin style

Security flaw affecting millions of cars revealed

AN ACADEMIC PAPER detailing a security flaw in an immobiliser system used by millions of cars from more than 20 manufacturers was made public this week at

the USENIX conference in Washington DC.

The paper – which was drawn up by academics from Radboud University in the **Netherlands and Birmingham**



University in the UK attracted huge controversy when it was revealed that its publication had originally been prevented in 2013.

According to media reports, the academic team had discovered a way of 'cracking' the encryption code used by the Megamos Crypto immobiliser, which was fitted to vehicles as diverse as the Porsche 911, Audi A1 and Fiat Ducato van.

It's claimed that university teams first approached the manufacturer of the Megamos Crypto in 2012 with its findings and then

Volkswagen in 2013. VW reportedly took out a high court injunction preventing the paper being made public.

When news of the injunction become public in August 2013, specialist security bloggers made the point that Megamos Crypto's "crypto key was 96 bits long... too long to brute force".

'Brute forcing' is a technique that uses a software programme to try to 'guess' the unique number used by each immobiliser system.

However, using a confidential algorithm, the car and transponder in the

key can communicate with each other, ensuring that the right key is trying to open and start the car. The complexity of this process makes it impossible for software to randomly 'guess' the number.

However, the paper reveals that the academics reduced the secret number generated to one of 196,000 possibilities rather than one of billions by twice 'listening in' on communications between a car and the key.

Media reports say the UK court released the paper after a single sentence was removed from the text.



their own OLED displays.

In a move that suggests the forthcoming Q6 will have the most contemporary infotainment, connectivity and autonomous driving features, its interior architecture is set to be shared with the next-gen A8 luxury saloon, due in 2017.

The electric Q6 SUV has been conceived as a direct rival to the all-electric Tesla Model X in an engineering

company's head of research and development, Ulrich Hackenberg.

The basis for the new battery-powered SUV, which is claimed to have a range of "at least 500km [311 miles]", is the latest version of Audi's MLB platform, as used by the latest Q7 SUV.

The Q6 is planned to go on sale "in key global markets in the second half of 2018". **DARREN MOSS**



All-new X1: price up

PRICING FOR THE all-new BMW X1 has been revealed ahead of its public debut at the Frankfurt motor show next month.

The Audi Q3 rival is priced from £26,780 to £36,060. The fastest X1 - the xDrive20i - costs from £31,225 and the most frugal version, the sDrive18d, starts at £26,780.

The new model has incurred a slight price increase over the old X1, with the first-generation line-up starting at around £25,000 for the sDrive18d and rising to £35,000 for the topof-the-line xDrive25d.

Once it has been revealed at the show, the new X1 is set to go on sale in the UK in the autumn.





t was billed as a demo run. But if you were there, and if you saw it, the Ramsgate Sprint Revival - yes, a motorbike event, but bear with me – looked like the real thing. It looked to me like closed-road motorsport.

From 1956 to 1968, the Ramsgate Sprint was run twice yearly on Ramsgate's Western Undercliff, a short sprint a bit like Brighton's Speed Trials, but for the past 47 years the cliff face has echoed to nothing but ordinary urban traffic.

Not so the weekend before last, when again the road was closed and crowds lined the start, the cliff top and the paths between the two to listen to and watch period machinery go through the motions.

Just a demo. Sure. Which is why a drag bike left a line of its back tyre the whole length of the gently curved sprint course, and a road-legal but highly tuned scooter pulled off the kind of smoking burnout that Ken Block

The law will soon change to allow closed-road motorsport without an act of parliament

would have been proud of. In the park on the cliff top, there was a mini-festival: music, a wall of death, stalls and people. Lots of people. Some locals told me they'd never seen Ramsgate so busy. It was a brilliant event, free to get in, organised by volunteers from local bike clubs - can you imagine the paperwork? – and it raised money for an air ambulance. Credit to the council, too, who presumably saw the event's potential and said 'yes'.

It was a tantalising glimpse of

what's to come in other places. The law will soon change to allow closed-road motorsport to take place without an expensive and time-consuming act of parliament, which is what's currently needed to suspend traffic laws. Otherwise, every vehicle that runs, even on a closed road, is supposed to be taxed, registered and so on - and abide by speed limits.

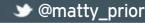
Soon local councils will get the power to suspend traffic laws, and it's events like the Ramsgate Sprint - run on goodwill by locals for the benefit of spectators, local businesses and competitors, rather than the headline-making idea of, say, a London Formula 1 race - that will benefit.

The first stage of the law change was passed on the last day before parliament was dissolved prior to the election earlier this year. Now the Motor Sport Association is talking to the Department for Transport to thrash out the final details before it becomes law proper. There's no set time frame on it, but the MSA is hopeful that it'll be by the end of the year.

From next year, then, events like the Ramsgate sprint might not just be for demos only, and not just possible, but also common. Kudos to everyone who has made it possible. If you signed the petition that helped make this an issue, then that includes you.



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PORT in Stack on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extra at price of £13,995 applies to the hG3 3TIME with no optional extra at price of £13,995 applies to the hG3 3TIME with no optional extra at optional price of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the note of £13,995 applies to the note of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the hG3 3TIME with no optional extra at One Control of £13,995 applies to the Models shown - NEW MG6 DTI-TECH TL in Passion Red at £17.995.MG3 3FORM SPORT in Stack on Blue with WI MG6 5. On the road (OTR) prices include VAT where applicable, vehicle first registration (ee, delivery, number places and are to be used as a guide for comparative purposes and may not be representative of actual drivin Services, a trading style of GMAC UK pic, PO Box 6666, Cardiff CF15 7YT, subject to status, availa-

A Week In Cars

Steve Cropley



MONDAY

Back to work after a week away in Mr McIlroy's Porsche Panamera Hybrid, one of those cars about which you feel uncertain at first (bewildering switchgear, poor visibility) but increasingly appreciate as you drive. Big cars today tend to come with commanding visibility - aka tallness - built in, so it's odd to slide your rump into a limo no higher than an Audi TT. Sitting down there among the wheels, your view is initially hampered further by thick pillars and mirrors shaped more for aero than rear vision. However, once you're used to it, and have spent five minutes boning up on the more obscure switch functions, everything comes together.

Panamera Hybrid reviews tend to focus on the oddities of the accelerator response, which can't disguise the fact that there's a bank of computers buried down there in the car's bowels, mind-bendingly juggling braking and power regeneration against complex petrol-electric propulsion.

But the car's seat comfort is exceptional, the steering is magnificent, the cornering grip is right up to Porsche's best standard and there are enough

Rewards flow as much from applying known technology as from finding new stuff

ways of adjusting the ride rates to ensure the car will meet your preferences. Furthermore, when the moment comes to summon up all available poke, you'll find the acceleration is vintage Porsche. This would be a relief, if you weren't so busy coping with the horizon bolting so fast towards you.

TUESDAY

You often hear how Paris is deserted by its residents in August and therefore ideal for visits by car. Our Mr Holder has just confirmed the matter big-time by taking a day-long tour of the capital en famille, driven to all the important places by an extremely knowledgeable driver-guide called Renaud in his own original Citroën DS21.

Anyone can organise this, Jim says, in exchange for about £200 a half-day or £350 for a full one. Alternatively, there are deals that allow you to hire the car alone for £200 a day or £1000 a week – but the Holder family reckon Renaud's knowledge and cheery company (he just happens to be a former PSA designer), plus

the relaxation of being driven, makes the all-in deal the one to go for. Full details at www.dsworld.paris



I'm kicking myself for not requesting a quick trip in a low-CO₂ prototype I spotted during the Ricardo consultancy's centenary celebrations two weeks ago.

Ricardo's chief technology officer, Professor Neville Jackson, drew my attention to the car. It uses a Land Rover Freelander body and features a tiny, single-geared Fiat Twinair engine as a 'speed hold' power unit, driving through a computer-controlled clutch. It comes silently to life at 20mph. Acceleration, and most deceleration, is provided by a battery-electric powertrain.

The cleverness of this layout is that it recognises how much

of our motoring is steady-state cruising, and allows the car's traction battery to be relatively small (thus cheaper and lighter). As one of my sons, a systems engineer, keeps saying: rewards flow as much from cleverly applying known technology as from finding new stuff.

THURSDAY

All-electric Jaguars are out there. Our man Mark Tisshaw. driving near his home on London's western outskirts, encountered a not-quite-normal looking blue Jaguar XE, drifting along silently on local roads. Closer examination showed it bore XE E badging on the rear, with the 'E' adopting the same style as the orange 'S' on ritzier petrol versions, but picked out in blue. We've known for quite a while that Jaguar and Land Rover had pure electric versions under way; this was proof.

And another thing...

I almost fainted with delight when 'my'
Suzuki Celerio, tested by What Car's True
MPG team, returned
62.9mpg – a great
real-world result. The
VW Up and Vauxhall
Viva yield late 40s in
the same tests.















he Lamborghini Aventador always deserved better. Any car that counts the F117 Nighthawk among its design inspirations, and an in-house 690bhp V12 as its power source, ought to live permanently in the upper echelons of our affection. But it doesn't. Not even close. The Murciélago's replacement was too crude and uncommunicative from the get-go. It's as fast as a theme park ride, but it's one you were as happy to get out of as to get in.

Lamborghini has addressed these problems in a manner wholly typical of its traditions: by heading to a track and making the Aventador go faster and faster with the steady application of money, power and added lightness. Even more typically, it has then called the car something slightly different, limited the volume to 600 examples and jacked up the price by £60,000.

Fortunately, the Superveloce badge already means a great deal to the

Lamborghini faithful. Meanwhile, the 50bhp gain at even higher revs, combined with 50kg less where it counts, had Matt Prior in a twist when he tried it on track last month.

The resulting near 500bhp-pertonne sounds suitably outlandish, but pace was never the problem. Feel, comfort and finesse were the Aventador's deficiencies. Early suspicions are that these have been straightened out, too, the SV's overhaul incorporating an improved dynamic steering rack, adaptive dampers, a recalibrated all-wheel drive system and a fixed rear wing that generates enough downforce to apparently make the V12's extra grunt necessary beyond 125mph.

The interior certainly sets the right tone. Huge swathes of the letterbox cabin are trimmed in Alcantara, giving it a tactile fleeciness which makes a pleasing, if somewhat superficially soft, epidermis for the bony lightweight carbonfibre tub you're sitting in. The new SV-branded bucket seats and flat-bottomed steering wheel look great and play their part in an eccentric, paireddown cabin of utter splendour – from the machined, screwed-down, gorgeous austerity of the floormats to the lacquered carbonfibre skins of the scissor doors.

The V12's ignition button is still nestled under a red safety catch, and although the starter has the charismatic noisy whine, the engine's idle is lost beneath the maelstrom of radiator fans that chill the SV's components. The car gets under way graciously, though, and the hydraulic nose-raiser is so quick that you can operate it between speed humps. Its presence is a fitting reminder that while Surrey's busy roads don't necessarily show a supercar at its best, they are nevertheless the sort of place many will spend their lives.

As the Porsche 911 GT3 RS and McLaren 675LT proved last month, this ought not to be any impediment to one's enjoyment of them. Both of the SV's rivals managed to be acutely involving away from a track, such was their marshalling of their respective talents. It was precisely this ability to conjure vivid sensations at sane speeds that was missing from the standard Aventador. Its clumsiness made it easy to mash the V12 into hyperfrenzy, before calling time at a corner because the car was as feelsome as a brick-wheeled rocket sledge.

Over the same ground, the SV is dramatically improved. In fact, it's nigh-on phenomenal. For a start, and despite the appearance of those huge alloys and its sibling's reputation, it rides with unexpected élan. Where the standard car fumbled and thumped at the road like an amateur panhandler, the lighter SV sieves >





SV addresses standard car's shortcomings with a new-found finesse and control on and off the limit; frustratingly, uprated V12 is reined in by the still unresolved transmission





←it through its new dampers with genuine dexterity. It filters out the nastier intrusions so that, at speed, just enough patter resonates in your nether regions for an informative reading of the road. The ride is tensioned up like a guy-wire but gratifying with it.

The chassis functions best in mid-intensity Sport mode, which is doubly marvellous because that's the mode in which you'll want the V12 almost permanently situated. Leave it in Strada and you'll need a built-up shoe to get the good stuff, so dialledback is the first half of the throttle response, but in Sport, the long-travel pedal goes from emulsion roller to watercolour brush. Micromolecular increments produce different accelerative effects, the SV maturing from hot hatch to sports car to hypercar within an Achilles tendon's worth of travel. The mode is easily delicate enough - and the higher gears long enough - for you to shred

your licence in a single ratio simply by half-hustling the V12 through its range of impressions.

In second and third, flat out – all that the public highway and your sanity can bear – it's dazzling, striding past most fast-car adjectives to the silliest end of the scale. Necksnapping. Expletive-fuelled. Mindbending. Only the gearbox keeps the engine's high-rev pyrotechnics earthbound. Infuriating before, its overhaul has upgraded the transmission to tolerable.

In Sport, the automated manual is still quite lazy with the clutch, and therefore needs you to either come off the gas or else endure the familiar nod of disapproval. The former is preferable but tricky to time right. Alternatively you can opt for Corsa, where the transmission upshifts at full chat, although, like much else in the setting, it's easy to think the engineered surge too violent for the road.

More often than not, the momentary lift between ratio changes gives you a handy splitsecond to decide how hard to the seatback you'd like to be pinned, because the chances are that the chassis won't be the limiting factor. The Aventador generates huge, failsafe levels of grip. It did before, but where previously it felt incapacitated by the steering, the SV's new composure is at your fingertips.

The revised steering is now organically weighted and superbly accurate. A different class of feedback encourages you to tap into the colossal grip levels, and even without the room to dramatically challenge it, there's no impassivity to the chassis. The throttle may still be emphatically linked to all four wheels, but the car's meticulous control surfaces, lightened agility and surging direction changes make the SV about as expressive as it's possible to imagine the Aventador ever getting.

It's not quite in the same thrillseeker league as the 911 GT3 RS or 675LT, although the fact that it's still worthy of mentioning in the same breath speaks volumes about how good the big Lamborghini now is.

Clearly, that improvement comes at a colossal price: the SV is almost three times as expensive as the Porsche. That'll be academic for most Aventador buyers, though, and, for the exhibitionists among them, the car is a grandstanding presence pretty much without equal.

The standard model's over-reliance on its show-stopping appearance and gob-smacking V12 was one of the things that limited its appeal for us. The SV fixes that car's lack of dynamic sophistication in a stroke. Even hamstrung by the real world, it is among the fastest cars in existence, but it's now among the most intense, electrifying and enjoyable, too. Which is as the Aventador should be.

NIC CACKETT





LP750-4 SUPERVELOCE UK drive confirms that the

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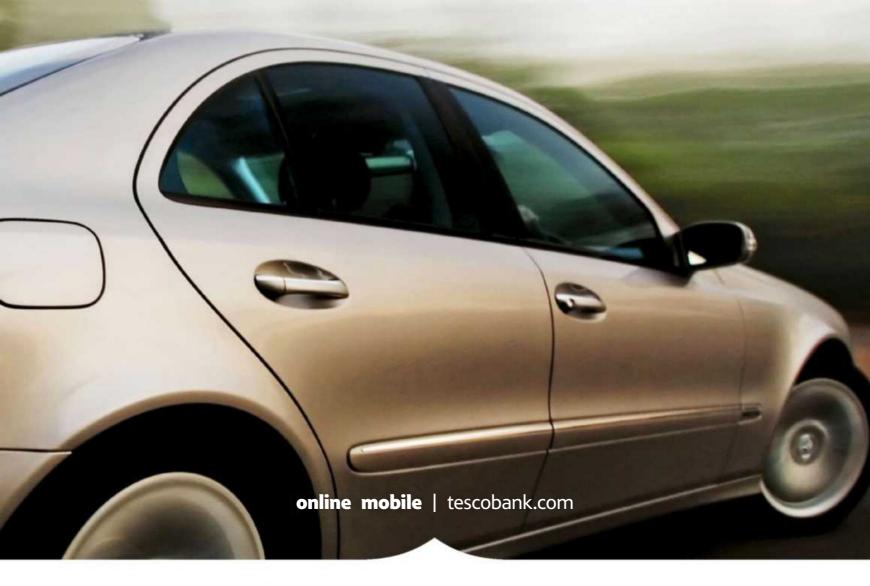
£321.743 Price V12,6498cc, petrol Engine 740bhp at 8400rpm Power Torque 509lb ft at 5500rpm 7-spd automated manual Gearbox Weight 1525kg (dry) 217mph Top speed 0-62mph 2.8sec 17.7mpg (combined)

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ack in 2007, the original XF became the new face of Jaguar. Liberated from the shackles of Ford ownership and backed by Tata, Jaguar was free to carve its own path in the premium car segment.

Almost eight years later, the second-generation XF is taking up the baton from its predecessor. With prices starting from £32,300, it's being pitched squarely against the giants of the premium saloon segment, where sales power is shared between the Audi A6, BMW 5 Series and Mercedes-Benz E-Class.

Jaguar says the new XF is more efficient, more technologically advanced and as much as 190kg lighter than the car it replaces. Key to that lightness is the new iQ[Al] aluminium-intensive platform that it shares with the smaller XE.

The new XF has also shrunk, its dimensions making it marginally shorter (7mm) and lower (3mm) than the old XF. Its wheelbase is 51mm longer, however. As a result, Jaguar is promising best-in-class space for rear seat passengers.

Three engines will be available in the UK. The majority of sales will come from the 178bhp, 317lb ft, four-cylinder 2.0-litre Ingenium diesel engine. A 161bhp/280lb ft version is also offered.

There's a headline 375bhp 3.0-litre supercharged V6 petrol engine, too, but the model tested here is a 296bhp, 516lb ft 3.0-litre V6 turbodiesel, offered in the UK in range-topping S trim only.

The new XF is every bit as impressive as the current model, and then some. While the Ingenium engines may take the vast majority of sales, it's in this V6 oil-burner that keener drivers are likely to find a home. The 3.0-litre unit is responsive and powerful from low down in the rev range, with peak torque available from just 2000rpm.

It doesn't sound as sporting as we'd like, emitting only a faintly performance-orientated tone higher up the rev range. In fact, there's a distinct diesel rattle at around 2000rpm. Once you know it's there, it's hard to ignore.

In most cases, power is expertly managed by the ZF eight-speed automatic transmission. Our guarded qualification is because while the gearbox does an excellent job in Drive mode, when Sport is selected downshifts are accompanied by an occasional pause. The thrill of full throttle is also diminished as the gearbox ponderously selects the appropriate ratio. It's a niggle that can be cured by using the wheelmounted paddle shifters.

The XF's dynamic qualities have only been enhanced in this second generation. The steering is even more accurate than before and full of feel. It's accompanied by a ride that is comfortable on the motorway but which firms up at lower speeds.

The XF's redesigned cabin, meanwhile, is comfortable and spacious. A six-foot adult can now sit in the back of the car over long distances in complete comfort.

One interior highlight is the new InControl Touch Pro infotainment system, which will be optional on XF models by the end of this year. It's

pricey, at £1200, but gives the XF a genuinely more premium feel.

While a full verdict will have to wait until we've driven the new XF on home turf, it's safe to say that Jaguar has come very close to creating a new class leader. Its rivals all have their merits – the A6 has a nicer cabin overall, the E-Class is the most comfortable and the 5 Series is the best value for money – but the XF has only grown stronger with the arrival of this second generation model.

While most fleet buyers will be satisfied with the Ingenium engines, private buyers should look closely at this V6 diesel. In this form, Jaguar's XF shines brightest, and is capable of being both a comfortable commuter and a sports saloon. It's a mix that is usually hard to achieve, but one that Jaguar has pulled off very well.

DARREN MOSS

JAGUAR XF 3.0 TDV6 S

A bigger cabin, a sharper chassis and a stonking V6 diesel engine. Only gearshift foibles let it down



Price £49,945 Engine V6, 2993cc, turbodiesel 296bhp at 4000rpm Power 516lb ft at 2000rpm Torque Gearbox 8-spd automatic Kerh weight 1750ka 0-60mph 5.8sec 155mph Top speed 51.4mpg (combined) CO2/tax band 144g/km, 25%





Cabin is enhanced by optional InControl Touch Pro infotainment system; 3.0 V6 shines as both relaxed cruiser and sports express



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he old Mercedes-Benz Viano MPV was starting to look a little long in the tooth next to the recently introduced Ford Tourneo Custom and Volkswagen T6 Caravelle. However, here in its successor, the new V-Class, the very latest Mercedes materials, technology and infotainment are present and correct, while the styling has been updated to incorporate the firm's two-blade grille.

Although the 2.1-litre diesel engine in our V250 test car has been carried over, it has also been revised. It now emits 166g/km of CO₂ and, officially, manages 44.8mpg on the combined cycle, which is better than both of its aforementioned rivals.

Our car came with seven individual seats in a two-two-three configuration. An 'Extra Long' model – 480mm longer, to be precise – is available with eight individual seats as standard, or the no-cost option of reducing the pew count to seven.

In terms of perceived quality, this V-Class is a far more luxurious place in which to spend time than either the Ford or the VW. Leather seats are standard, while the dashboard and infotainment system are like those fitted to Mercedes' executive models.

However, while the switchgear, the plastics on top of the dashboard and the S-Class-derived metallic infotainment scroller feel impressive, other components and areas of the car bend and squeak. For example, a 150-mile motorway trip was accompanied by parcel shelf rattles.

The driver's high seating position is excellent, though, even if thick A-pillars obscure the side view. The rear view is obstructed by the third row of seats, but standard parking sensors and a rear-view camera help.

SE trim comes with a 7.0 in colour screen infotainment system, but our car had Mercedes' £1795 optional Comand Online system. Both set-ups benefit from bright, modern graphics and three-layer menus that are simple enough to navigate.

The front seats have a good range of adjustment, as do the middle ones, each of which has a reclining backrest, two armrests and a folding

picnic table. They can slide forwards and backwards, as well as tilt to allow easier access to the third row, which also slides back and forth.

With the middle row sensibly positioned, three adults will have enough head and leg room in the third row, even if shoulder room is tight. None of the seven seats is especially comfortable, though. Their bases are quite flat and they provide little lateral support.

Boot space is tight but can be improved by pushing the rear two rows of seats forwards, at the expense of leg room. Of course, all five rear seats can be removed entirely, but they're heavy and cumbersome.

Aside from some cold-start grumble, the four-cylinder diesel is impressively refined, staying both quiet and largely free of vibrations when pushed. That said, it rarely needs to be stretched, such is its low-down pull. The seven-speed dual-clutch automatic gearbox works well, slipping between gears without fuss and rarely getting over-excited under short bursts of acceleration.

The steering is precise but filters out any sense of the road surface. The ride provides that feedback instead. The car bounces over bumps and is easily unsettled by broken surfaces.

If you really need to move seven people regularly, van-based MPVs like the V250 provide decent space, but it makes more sense, financially, to consider a Seat Alhambra or a Ford Galaxy. These smaller and more frugal MPVs are better to drive, too.

This SE-spec V250 is certainly the V-Class to buy. It looks expensive against the equivalent Tourneo Custom or T6 Caravelle but its better interior quality and economy, and far longer standard kit list, help justify its price. However, at £10,000 less, the Ford Tourneo Custom may not be quite so desirable or well equipped, but it is every bit as practical.

MERCEDES-BENZ V250 BLUETEC SE

Well equipped and with a premium feel, but a more conventional large MPV will suit many buyers better

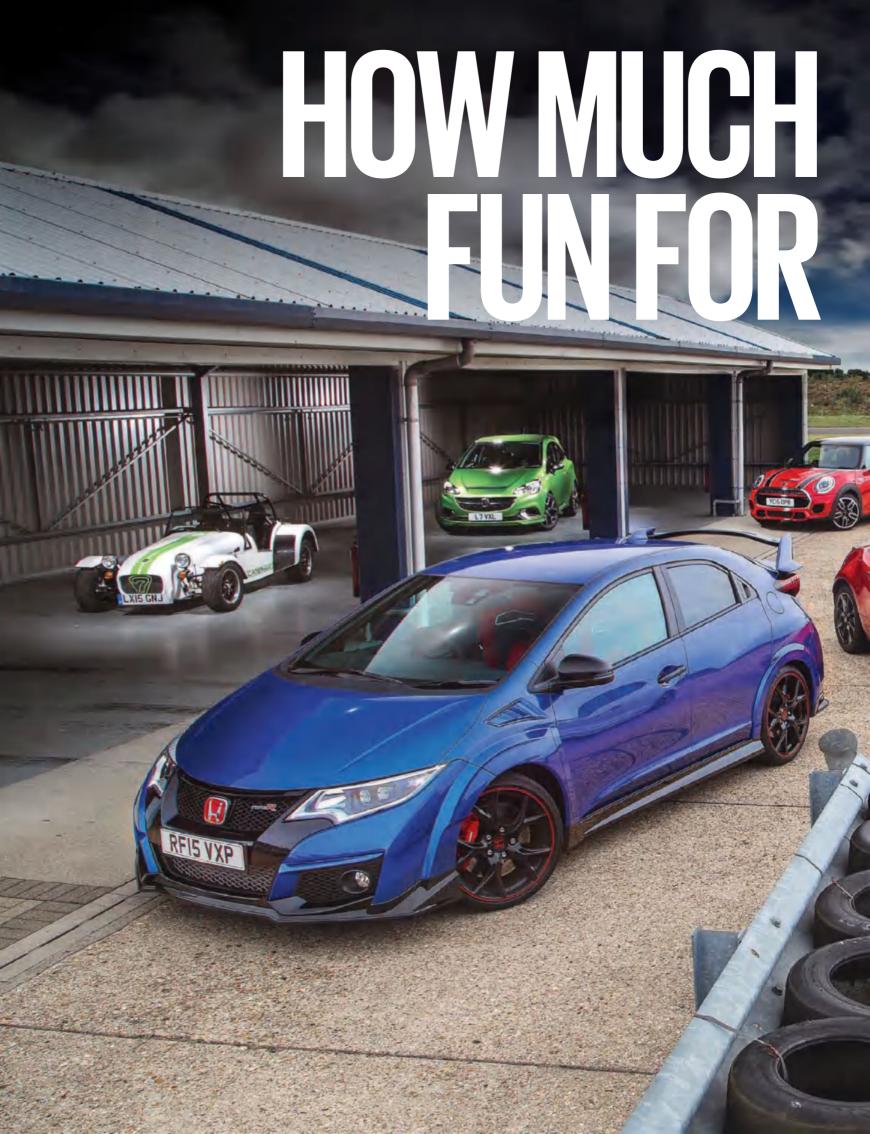


£43.250 **Price Engine** 4 cyls, 2143cc, diesel 187bhp at 3800rpm Power 325lb ft at 1400-2400rpm Torque Kerb weight 2105kg Gearbox 7-spd automatic 0-62mph 9.1sec 129mph Top speed 44.8mpg (combined) CO2/tax band 166g/km, 31%





Dashboard and kit count have echoes of Mercedes' executive cars; best-in-range V250 is a comfortable and economical cruiser





The quest for 2015's most entertaining car in the real world starts here. Nine candidates tackle two days of road and track in the hands of our road testers



could end up costing you a few quid is because it'll name the best sub-£30,000 driver's car of 2015.

In repetition of an exercise we've carried out every year for the past five, we've gathered nine of the stand-out sporting introductions of the past 12 months and diligently pitted them against each other on road and track. For access to a circuit, we're indebted to the good people at Motor Sport

superminis, 300bhp mega-hatches and rear-drive sports cars are all in the mix, and the winner will go into our marquee driver's car test this autumn - up against Ferraris, Porsches, Aston Martins and more.

As you can see, it's a bumper crop – and there isn't a car in it that couldn't be on your driveway for £400 a month. Some could be yours for considerably less. So lock your wallets away. You have been warned.



Ford Focus ST2 vs Honda Civic Type R

here's a corner at the far end of the straight at Bedford Autodrome's East Circuit: a fast right-hander that tightens into a double apex. To add to the fun, you have to get the car balanced early as you exit to dive straight into a tighter-still left-hander.

Here, our fast front-drive duo were like pigs in the proverbial. Nothing but the Caterham jinked with such precision through that complex. Yet it was also here that the differences between the Honda Civic Type R and the Ford Focus ST were most telling.

Let's start with the Civic. As the all-new contender to the Focus's mild refresh, the Type R waded into this class with the meek humility of a bull charging a matador. With trick suspension, adaptive dampers and mechanical diff to make the most of the raging 306bhp 2.0-litre turbocharged motor, it dispatched our circuit using brute force tempered with fierce traction. Stick it in R mode, to perk up the suspension, diff and throttle response, and it turns in to the complex with just the right

amount of keenness, keeping body roll to a minimum before settling into a face-warpingly grippy steady state.

The steering builds nicely in weight as the tyres load, and when you do push it hard enough to trouble the grip limits, a subtle lift-off snaps it out of understeer and back into line with no lairy oversteer pending.

The flipside is that there's little of the playfulness that the Focus serves up. You can trail the Ford's brakes to keep the nose pinned as you enter the right-hander, then jump on the throttle to modulate your angle of attack and keep the playful rear end where you want. Its chassis feels so much more adjustable than the Civic's.

But the Focus has its flaws. Sure, the revised front spring and damper set-up and stiffened body structure of this 2015 update result in keener turn-in, but the steering still feels more scrappy than you might hope. It's overly keen to self-centre and has little of the natural building of weight that the Honda delivers. It's just a bit harder to place the Focus precisely at that key moment as a result.





The Ford's reliance on electric systems to rein in the 247bhp of its 2.0-litre turbocharged engine denies you the traction levels of the Civic, with its proper diff. This is as obvious on the road as it is on a circuit. Exit a tight junction with any gusto and it becomes an exercise in moderate throttle application to avoid spinning the inside front wheel, resulting in more weaving than actual progress.

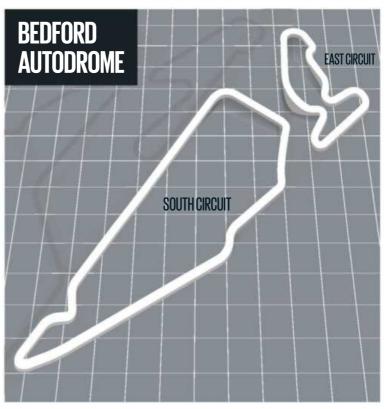
The Civic isn't faultlessly grippy, either. It has torrents of power going through its front wheels, so you do get torque steer on occasion, but it is remarkably manageable, given the power. You can be more heavyhanded with getting on the power in the Civic, and it just sucks up the punishment, gathers itself together and fires you up the road, with the engine spinning through a broad torque band and on to 7000rpm.

Although the shorter-lived, heavy boost of the Ford has its own midrange merits, the Honda's motor has the sort of rev-hungry attitude that has echoes of the VTECs of yore. Yes, it's a bit lacklustre at low revs, but keep it on the boil above 3000rpm and it delivers the frenetic character

that you expect, given its caricature looks. That snappy gearshift, with a throw supposedly identical to the NSX's, is an absolute joy, too, and more so than the Focus's precise but slightly softer-feeling shift.

In fact, the whole car feels like a caricature - from how it claws its way through corners, to the supportive yet comfortable bucket seats, the bonkers rear wing and chin-heavy fascia. Even the damping is over the top. Or perhaps 'under' would be more accurate, given that in firmer mode it tends to amplify rather than cushion small ruts and bumps. Certainly, this is not the most comfortable car, although the softer setting is more palatable and ticks the 'everyday usable' box adequately for such a focused car. The Focus is the more forgiving in terms of ride comfort and the more playful but, ultimately, it comes second here. It falls short of the Civic's ferocious performance and handling machismo, making the latter feel somehow closer genetically to Gordon Shedden's weekend wheels than your average cooking Civic. For that hilarity alone, it gets the nod.

VICKY PARROTT



REAR-DRIVERS

Caterham 270R vs Mazda MX-5 vs Toyota GT86

veryone agreed this year that when it came to the rear-drive cars, there was an elephant in the pit lane. However, no one could quite put a discriminatory finger on which contender they preferred to recognise as the bona fide elephant.

Potential Nellie number one was clearly the Mazda MX-5, new and red and hot from a launch campaign that rivalled a US presidential run for soundbites and length. Early word on the candidate, though – here in its more powerful 158bhp 2.0-litre format – was remarkably good. So good, in fact, that some argued it was the magnitude of the Toyota GT86's all-to-lose five-star reputation that made it the pachyderm of the trio, especially as the four-seat coupé qualified this year only by the skin of an entry-level trim change that

caused it to pitch up on unreasonably small 16in wheels. Additionally, a few testers, almost dewy-eyed with naivety at the way these things work, suggested it was the Caterham Seven 270R – with its titular power-to-weight ratio being so far in excess of those of its rivals – that presented a pickle of heffalumpian proportions.

Having just spent a weekend being slightly underwhelmed by the second least powerful Seven you can buy, I wasn't convinced. Mechanically, the model is a carry-over of the much-loved Supersport I ran as a long-term test car but it felt to me like its curiously lighter steering was indicative of a bit less camber at the front wheels (and so a little less noseend purchase) and, with a passenger aboard, the de Dion rear axle rode a

bit more meanly than I remembered.

Typically, though, after a scant 10 minutes of action on Bedford's diminutive East Circuit, I couldn't recall any misgivings. The 270R remains a phenomenal track tool. If there is a smidgen of extra understeer, it merely permits additional confidence with the throttle and, in a Seven, what starts with your foot ends at your hands a microsecond later. On 185-section 13in wheels (the ones you want) the Seven attains slip angle very quickly, but the sheer speed of the rack and pinion makes those quintessential 45deg corrections intuitively instantaneous, non-threatening

and very near the summit of unmitigated driver involvement.

The vitality of a Caterham tends to make everything else feel like molasses, and here the endless fizz of its 135bhp 1.6-litre Sigma engine only exacerbated the lack of froth from the Toyota's 197bhp 2.0-litre boxer unit. Even without the contrast, it's easy to imagine how someone might fail to see what all the fuss is about when confronted with the GT86's light steering, amenable springs, hollow drone and eco-grade rubber.

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IT IS POSSIBLE TO TAKE CURMUDGEONLY ISSUE WITH THE GT86'S LACK OF REAR-END TRACTION —BUT NEAR IMPOSSIBLE TO DO SO AT BEDFORD

← and dry, unpoliced asphalt, you quickly appreciate Toyota's sublime reasoning. The steering is light because it makes it easier to wind armfuls of lock on and off, the springs are amenable (up to a welldefined point) to promote weight transfer and the tyres are thin and only modestly sticky to ensure they become frequently unstuck.

It is possible to take curmudgeonly issue with the GT86's occasionally brazen lack of rear-end traction - but near impossible to do so at Bedford. Here, on the same ground where it won Handling Day proper, the extent of its sideways antics is extraordinary; not just in terms of the car's capabilities, but also in the lack of skill needed to unlock them. A piffling bung and you're on your way and everything from then on - the throttle response, diff, innate sense of beyond-limit balance, steering encourages you progressively onto the lock stops, and calmly back again.

It is zero-to-hero stuff, and the resulting grin factor is the MX-5's most prominent foe at Bedford. The new soft-top is several things straight away: tricky to get comfortable in, surprisingly quick and even more liberal with its body control than

the Toyota. Size and weight are the prime reasons for two of the three. The Mazda's dinky proportions account for the exhaust's packaging that leaves a bulge under the driver's left leg and no reach adjustment on the steering rack, while a superfly sub-1100kg kerb weight gives the roadster's modest 148lb ft far less to do than the GT86's 151lb ft.

The old-fashioned bob of the MX-5's chassis is noticeable from the driver's seat but it comes at little cost to the car's agility. Its small size, tiny overhangs, quickish steering and absence of extraneous bulk mean that a change of direction occurs swiftly. Compared with the GT86, it doesn't want for adhesion, either. Let the car settle on its dampers and it finds a seam of grip not just broad enough to drive very briskly on, but also sufficiently communicative about its limits for you to lean enthusiastically into it.

The secret, most obviously, is better steering feel, the MX-5's rack weighting up a touch more quickly and consistently than its rival. But it's also a facet of the chassis. The permissive suspension telegraphs shifting weight even more sweetly than its rival, prompting

a heightened sensation of speed and making each corner a talkative endeavour that uses the seatbacks and your inner ear to leave you in no doubt as to when the rear wheels intend to glide wide of the apex.

As a result, and not least because of the empowering effect of its cleanerrevving, less encumbered engine and bracing abundance of fresh air, the Mazda edges it on the road, being endlessly accessible and fun up to its limit in a way that the GT86 is not, as well as in a way that feels like it ought to be appreciated by everyone, not just those of a tyre-shredding bent.

Back on the track, it takes the rest of the day and all of the next to thrash out this group's podium places. First to go, shamefully, and in apparent reverse order of outright ability, must be the 270R. It was nakedly brilliant at Bedford, yes. But if we concede that the £30k budget is buying a car for all seasons, a Caterham isn't ever going to be it. As always in such company, the Seven provided a better benchmark than it did actual competitor - by which I mean that after half a century on sale, it remains an archetype of the affordable frontengined, rear-drive sports car, and its handling prowess rightly aspired

to by the engineers of both its rivals.

Toyota's singular effort has had us spellbound for the past three years. The GT86 proved, in the best way possible, that a major, mainstream manufacturer still understood where we were coming from and what we wanted. In response, it made its coupé light, not powerful, made it adjustable, not inert, and threw in practicality and economy for good measure. It deserved to become the world's best-selling sports car – but it isn't and never will be.

That's the MX-5's job, and Mazda has made doubly sure of it by having it do almost everything the GT86 does, including going sideways on request on track. But rather than making it the car's reason for beingas it sometimes seems to be with the Toyota – the diff-enabled smoky stuff appears at the tail end of a dynamic package that already manages to be punchily quick, cheerily involving and very easy indeed to adore. The fact that you can also peel the roof off, buy a 2.0-litre one for nearly £10k less than our budget and pay less than ever to run it help make the MX-5 the stand-out affordable rear-driver of 2015. By half a trunk.

NIC CACKETT



HOT HATCHBACKS



ou've come to the right place. Whether you're looking for outright performance, distinguishing driver engagement, striking hardcore character, real-world usability, bang-for-your-buck value or just a bit of variety, you'll find it in this year's market for souped-up superminis. You'll probably be looking for all of the above, though – because why wouldn't you?

But part of you might be thinking that unless you spend every penny of the notional £30,000 we allow for this exercise on either as much power as you can lay your hands on or on something with driven rear wheels, you'll be cheating yourself. Not so. In fact, buying the very

best affordable driver's car for you may well be impossible without first recognising the need for more sophisticated thinking.

Not necessarily accepting compromised performance credentials, though. On 0-62mph acceleration, for example, the Vauxhall Corsa VXR, Peugeot 208 GTi by Peugeot Sport, Renault Clio RS 220 Trophy and Mini John Cooper Works need acknowledge only the Caterham Seven 270R and Honda Civic Type R as their superiors. These are pocket rockets in the truest sense: they're all quick.

All four superminis also have two rows of seats and proper hatchback rear ends with split folding rear chairs, making them much more usable than the rear-drive brigade. Meanwhile, only by buying one of these superminis will you end up in a car capable of bettering a realworld 40mpg one moment before glugging down the 98RON and pinning your ears back the next.

But before we get onto what these four do, a quick note about what they are. The Clio Trophy is the only car here with five doors and, by dint of that, the most practical. The Mini is the least practical, primarily because it has the smallest boot, but it has more brand allure and design appeal than the rest put together. Neither the Vauxhall nor the Peugeot tempts particularly at first, although we must acknowledge that the 208's two-tone 'coupé franche' paint job is optional. But why you'd pay £945 extra to make

your hot hatch look like a dipped strawberry is beyond us.

Every great hot hatch needs a belting engine. The Mini JCW is at an obvious advantage, having the most swept volume, most power and most torque. In practice, the quality of the Mini's engine shows itself as remarkable smoothness and flexibility as much as outright pace. There's no peakiness to its delivery at all.

The Mini finds plenty of traction, too, although its optional six-speed automatic gearbox frustrates. The standard JCW uses a six-speed manual 'box, but BMW couldn't supply a manual car for this test and the auto isn't well suited to a tight track like Bedford Autodrome's East Circuit. In paddle-shift mode, it →

← can be a touch obstinate, declining to downshift close to the redline or to save upshifts until your prevailing speed has come down.

The second best engine here isn't so easily guessed. Fact is the Peugeot probably has the best powertrain all round, its simple manual gearbox scoring points on usability where the more 'sophisticated' transmissions of others fall down. The 208's engine pulls harder than its headline figures imply. It also revs freely, responds smartly to the pedal and sounds nicely waspish at high revs.

The Renaultsport-fettled Clio's 1.6-litre turbocharged motor does enough to relegate the Vauxhall's thirsty, occasionally breathless, booming engine into also-ran position, but it ought to do more. Truth is the quirks and shortcomings of the Clio's engine and dual-clutch automatic gearbox are many and various. Flat out on track in manual mode, both work fine. Bumbling along in no particular hurry on the road in 'D', the same is true. But the vast majority of miles are, of course, driven in modes and moods between the two and the Clio doesn't cover them as consummately, decisively or forcefully as it should.

The engine feels ever so slightly weak through the mid-range. It revs hard enough in the farther reaches, but you don't expect to have to work a turbocharged engine so cruelly to make it give its best. More annoying still are the oddly spaced ratios of the dual-clutch 'box and the dead zone at top of the brake pedal's travel. Renault has improved the haptic feel of the gearshift paddles and cut shift times somewhat but this gearbox is still a long way from what the defining modern hot hatch deserves.

With a decent manual gearbox, the

Clio Trophy would have walked this contest. The car's fluent, biddable handling and beautifully weighted, gently communicative steering are both outstanding. On track, it's easily the most natural, controllable and engaging prospect here. It shuns the contrived hyper-responsiveness of its rivals and instead bleeds in towards every apex with just enough body roll to load up its outside rear wheel, and to neutralise its cornering attitude on a trailing throttle, giving its driver options. The car never wants for stability. It's just balanced and progressive enough to respond with some playful slip angle when you've had enough of slow in, fast out.

The Peugeot's track handling can be playful, too. Fitted with wider tracks, shorter and stiffer springs and bigger rims than the standard GTi, the 208 GTi by Peugeot Sport is, in its own way, almost as engaging as the Clio. It has a much less delicate, less precise, more naughty temperament, though.

With just two full turns between locks, the steering is direct, heavy and lively with feedback. Turn-in is more immediate than in the Clio and front-end grip is a smidgen greater. Mid-corner stability is less secure, no doubt due to the overrun characteristics of the car's helical limited-slip differential. Under power, that diff gives the 208's front wheels an unshakable hold on the asphalt, but at other times, it makes the handling quite sudden and unforgiving. Likewise, the car's stiff springing and aggressive damping make it a handful on a bumpy road.

Although the Mini and Corsa are more fluent-riding and easy-going on the road than the 208, they both fail to make a lasting dynamic impression. In the Mini's case, it isn't

MINI JOHN COOPER WORKS AUTO

Outstanding engine let down by an average auto 'box and an unenthusiastic chassis

Price

£24,380

Engine 4 cyls, 1998cc,

turbocharged, petrol

ower 228bhp at

5200-6000rpm **Torque** 236lb ft at

1250-4800rpm **Gearbox** 6-spd automatic

Kerb weight 1295kg **0-62mph** 6.1sec

Top speed 153mph **Economy** 49.6mpg (co

Economy 49.6mpg (combined) **CO₂/tax band** 133g/km, 21%

VAUXHALL CORSA VXR

A creditable effort for the money. Capable on the road but flawed on track

 Price
 £18,245

 Engine
 4 cyls, 159

gine 4 cyls, 1598cc, turbocharged, petrol

Power 202bhp at 5800rpm

Torque 207lb ft at

1900-5800rpm **Gearbox** 6-spd manual

 Kerb weight
 1278kg

 0-62mph
 6.5sec

 Top speed
 143mph

Economy 37.7mpg (combined)

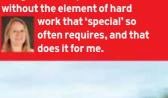
CO₂/tax band 174g/km, 29%



HOW I'D SPEND £30K

Vicky Parrott

I thought long and hard about the Caterham Seven here. Nothing exhilarates like a Caterham, after all. But if I had £30,000 to spend tomorrow on one of these newcomers, I'd be straight to Mazda for an MX-5. The handling, the looks, the everyday usability, the sheer rightness of the whole thing... It feels special but comes without the element of hard work that 'special' so









Mini and Corsa are easy-going on the road, where the 208 can be too unyielding for its own good; on track, the stiffly sprung 208 is more fun than all but the Renaultsport Clio



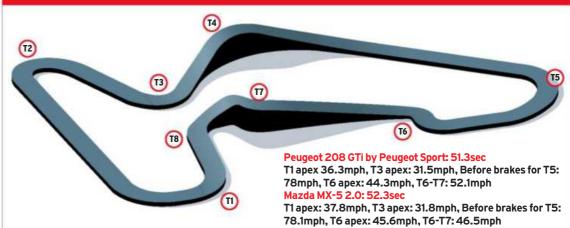
for want of trying. The JCW's ride is unexpectedly supple and composed, provided you avoid Sport mode. Disappointing lateral grip levels and the usual extra-fast, feedbackstarved steering system ultimately leave you wanting more, though.

The Corsa feels more pragmatic than its rivals and handles fast road driving quite well. We opted to test the car in standard specification, without the stiffer springs, stickier tyres and slippy diff of Vauxhall's Performance Pack. On the track, that made the car frustratingly short on traction, and relatively short on chassis response and body control. Would it have finished higher in the order in richer trim? Maybe, but probably only by a place.

And so, in the absence of the defining hot hatchback, the Renault Clio RS 220 Trophy gets the nod. Its chassis and steering are very special indeed, at least partly redeeming what remains a flawed powertrain, and outshining its nearest rivals quite plainly. But it'll face a tougher contest against the Mazda MX-5 and Civic Type R.

MATT SAUNDERS

FRONT-DRIVE VS REAR: WHICH IS QUICKER?



There's 30bhp per tonne separating the Peugeot 208 GTi by Peugeot Sport and the Mazda MX-5 2.0. The gap is greater still for torque-to-weight. So you might expect the front-drive turbocharged hot hatch to be much quicker around a flying lap of Bedford Autodrome's East Circuit than the rear-drive Mazda. But little separates

them at various points around a lap.

The Peugeot has the quicker overall lap time, by 1.0sec, but the Mazda carries more speed at four of the five checkpoints. The rear-driver's advantage on cornering balance makes it faster through almost every apex, and its willingness to be steered on the throttle means you can

accelerate sooner out of T3 and carry more speed through the proceeding T4 and the short straight afterwards.

The Peugeot's superior torque and throttle-on stability make it quicker through the technical section towards the end of the lap, between T6 and T8, where most of the car's lap time advantage is made up.

THE VERDIGIT

Our group winners go head to head: Civic Type R vs MX-5 vs Renault Clio RS 220 Trophy



nd so to what is, on the face of it, a more challenging verdict at which to arrive. Pitching one hot hatchback against another seems easy enough: you assess them both as hatchbacks and both as hot things, and then reach a pretty clearly defined decision. But how do you decide between a two-seat, lightweight roadster and a five-seat, five-door hatch?

Actually, it's simple enough: we do it every autumn at our Britain's Best Driver's Car contest (Handling

Day proper, as we know it), and the rationale by which we judge each car is straightforward. The thinking goes like this: if you had only one spudder to take you to the supermarket or the station when you needed it, which car would you take away from Handling Day for a year, knowing it'd entertain you more than any other in this contest's line-up?

On Handling Day, it's not always the fastest, most exciting or most powerful car that wins. All cars have suspension and steering (until cars that drive themselves turn up, anyway) and it is not necessarily more difficult to tune that on an affordable car than it is on an expensive one. Which is how some saloons have ended up comfortably mid-order while exotica have languished near the back. And how the £25k Toyota GT86 beat everything including £100k trackfocused supercars a few years ago. Much the same criteria applies here.

First up, then, here is a car that has already beaten the GT86 in this contest. I'm a bigger fan than most people of the Toyota – and it has a >

HOW MUCH FUN FOR £30k?



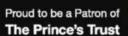
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SUCH IS THE INTIMACY AND DELICACY OF THE MAZDA MX-5 THAT THERE IS REAL REWARD TO BE HAD FROM DRIVING IT SMOOTHLY

←lot of fans at Autocar – but I've no beef with that result. Everything I like about the GT86 is distilled and refined in the Mazda MX-5. Lightness, for example: the Toyota is a 1275kg car (even less than that when we road tested it), which is precious little for a near four-seat coupé. But shorn of the need to carry two of those occupants and their trappings, the Mazda, despite having to be rigid enough to contain a folding top - an easily stowed piece of canvas genius of which Cotswold Outdoors would be proud - is 153kg lighter again.

Understandably, neither of the other two finalists can quite match that weight figure, and it's no surprise that the smaller Renault is the closer of the two. At 1204kg, the Clio is only 82kg heavier than the MX-5, which ain't bad given that it's a fivedoor hatch, its four-cylinder engine wears a turbocharger and it has two clutches in its automated gearbox.

For those of us who are used to the way Renaultsport does things with the Mégane - by which I mean deathly seriously - the latest Clio was a peculiar diversion. Somehow it was just too ... easy. A lightweight in the metaphorical, bad sense of the word. The 220 Trophy rights so many >

LOTUS F1 DRIVER

OUR TEST TEAM was joined at Bedford by Lotus Formula 1 driver Jolyon Palmer, son of Jonathan. He has been Lotus's third and reserve driver all season, having won the GP2 title last year with a points haul that exceeded even that of Lewis Hamilton, the most recent previous British winner, in 2006. Along the way, he acquired a reputation as an expert at quick passing manoeuvres.

Credible pundits put Palmer's chance of getting onto the 2016 F1 starting grid as "around 50:50" but Palmer is happy to let his driving do the talking, given that his practice times have frequently matched those of Lotus regulars Pastor Maldonado and Romain Grosjean.

However, for these road cars, 24-year-old Palmer's experience of his own Toyota GT86 was most relevant. He took to the GT86's chief rival, the Mazda MX-5, immediately, enjoying its crisp steering and fine handling, although he reckoned he'd still opt for the GT86 on the very reasonable circuit driver's grounds



that you could sustain an oversteer slide more easily and for longer in it.

He also gave us his opinion of the Clio versus the class-leading Fiesta (deeming the Ford more desirable, not least because of its steering and manual gearchange) and conducted a mini-comparo of the Focus and Civic (preferring the Honda for its fine powertrain, speed and neatness on the circuit). In fact, his road car opinions were so well expressed and generally on the pace that we'd have happily signed him for 2016 - but for a prior commitment.



← of those wrongs, and it isn't just the additional 20bhp. It's tighter, keener, more composed and a bucketload more engaging. No wonder it saw off the rest of the hot hatch newcomers here.

When it comes to being serious about performance, mind, the Honda is the apogee of the breed at the minute, which is why it beat the Focus, an outcome that might not upset Ford too much. The Civic Type R is allowed to be a car that is backed up by an ordinary motor in the garage. The purpose of a Focus ST is to be mildly entertaining while *also* being the ordinary everyday motor. That result won't bother Ford, then: it'll have another Focus RS along



Clio permits some throttle adjustability

soon that's closer to Honda spec. Only that will have four-wheel drive.

The Honda, to its credit, does a remarkable job of putting its 306bhp to the road through the front wheels only, thanks to its limited-slip differential and Honda's take on the double-axis strut front suspension, aimed at reducing torque steer. Not that it does so completely. The Honda's steering wheel is a thing of decent precision and weight, but it does shuffle in your hands under power – more than the Renault which, shorn of having to cope with 295lb ft, has a less challenging rim out of tight corners.

Credit to the Honda, though.
Despite weighing 1382kg and having as much power as it does, it has one heck of a front end on it. It finds extraordinary amounts of both grip and traction.

Given the amount of power with which the front wheels are expected to deal, perhaps it's no surprise that the handling balance is nearly always biased around the leading end. Choose a line and the Honda will

try to stick to it and, if it veers off, it'll do so at the front first. Lift off and, despite a mechanical limited-slip differential that could tuck the driven wheels into a corner, there's very little propensity to oversteer. On the road, that's fine – the Honda's limits are fairly preposterous anyway – but on a circuit, that can leave the Civic feeling a touch inert.

The Renault isn't like that. It's difficult to imagine that its front end is any stronger than the Honda's – although obviously it's less troubled by torque steer – so it must just be that Renault has designed a more intimate connection with the rear wheels into the Trophy on purpose.

Barrel into a bend at Bedford Autodrome and the Renault will slip at its front first, but judge the cornering speed well, trail the brakes in as you begin to turn, to settle the nose and lighten the loads on the rear, and the Trophy shows the kind of composure and throttle adjustability for which Renaultsport is rightly renowned. And, you suspect, it's not just more fun this way but also faster.

The lovely thing about the Trophy is that along with the balance, it steers well, while its body movements are deftly controlled to the extent that I'm almost inclined to give it the nod over the Honda. Almost; especially given that I'm a fan of smaller rather than bigger cars, and I think 306bhp through the front wheels is nearing the limit of driveability. Were the Renault 10% more exciting here or there, or perhaps just came with an engaging gearbox, it's what I'd pick. As it goes, though, by a whisker, the Civic nudges ahead of the Clio.

I shan't attempt to pretend that the Honda stands a chance, mind, of competing with the Mazda here. There are hot hatchbacks that might compete with the MX-5 for entertainment – Renault's Mégane RS or the Ford Fiesta ST, for example – but there was nothing sufficiently new to call them into this contest.

In this finale, then, it leaves the Mazda in a class of one. On the road, its agility and responsiveness – despite its power deficiency against both the Renault and the





Honda – means it feels no less eager than either. In fact, because its gearshift is so keen to work with you, encouraging each gear home, and because its engine is naturally aspirated and responds when you ask it to, there is reason to feel that it's more eager, albeit not faster, than the two hatchbacks here.

And on a circuit, it's very obviously the most agile car, not just in this final but, barring the Caterham, in the entire 'Junior Handling Day' line-up. It steers quickly – maybe a bit too quickly for some of our testers' tastes, and with it come some relatively quick body movements. Perhaps it rolls more – or more quickly – than either the Honda or the Renault. I'm not convinced that it settles as confidently as the Toyota does, so it demands a smoother driving style to keep it controlled.

But such is the immediacy and delicacy of the Mazda that there's real reward to be had from driving it smoothly, and trying to coax it into the most satisfying cornering line possible. Be a bit ham-fisted with it and it'll follow your line faithfully enough, while letting you know you could have done it better by rocking on its dampers.

But get it right – either by driving through smoothly and steadily, or by unsettling the rear on the way into a bend – and the MX-5 has the delicacy and, crucially, just enough power to indulge you in neutral-steer or mild oversteer that it'll enter and exit smoothly. And the choice is mostly yours, so it's an entirely blank page.

That's enough for it to win here by more than just a short head. In fact, it has a composure that's likely sufficient to enable it to win in most circumstances. Including the more challenging theatre of Handling Day itself? When that contest includes cars with the initials 'GT', supplanted by '3 RS', 'B' or '12'? I'd say the Mazda has as good a chance as anything has ever had at this power level. Longer bets have come good. Either way, we'll find out in October.

MATT PRIOR







SUZUKI SWIFT SPORT

In theory, the Mini Cooper ought to be here but, yet again, the reality is that there are plenty of better-value cars to enjoy. The Suzuki Swift Sport is one of them. It's not that quick but it is huge fun and the standard specification has everything you need, including sports seats and alloy wheels. A 2006 Sport will cost you just over £2000, but you don't need to spend more than £3500 to get a tidy dealer example with a warranty. There aren't any issues to worry about; just make sure the one you're looking at hasn't been bashed, or that services haven't been skipped.



LOTUS FLISE S1

It's impossible not to have a Lotus on any sort of best driver's car list. The Series 1 Elise, which has been climbing in value over the past few years, is a guaranteed, appreciating classic and achingly pretty. A 1999 1.8 is within budget, but the trouble is it will have gathered some problems over the past 15 years. Fortunately, the MG engine's head gasket, the resistor pack and the heater matrix are easy enough to deal with, while it's possible to buy a new front clamshell for £750, or a rear for £850.





PORSCHE CAYMAN

The thinking driver's 911? Maybe. Certainly this is the thinking buyer's 911. The Cayman offers real value for money. A 2007 3.4 with 98k miles and full history is £14,495. Be warned, though: failure of the Intermediate Shaft (IMS) bearing can be catastrophic and is a feature of early, pre-2008 models. Also, if there's lots of smoke on start-up, the bores may be scored. And like other Porsches of the period, oil leaks from the rear engine seal will ruin your driveway. Annual servicing will cost £600-£800.



CATERHAM SEVEN

If all you want to do is drive, this is the motor for you. Generally, only enthusiasts own a Seven, so the condition of used ones is usually honest, while there's nearly always a file full of bills supporting the teeny mileage. If there isn't, don't buy. There is no such thing as a standard Caterham 7, but £15,000 will buy you a 2001 Roadsport 130. The exhaust is the most expensive and vulnerable item and can cost over £750 to sort out. Otherwise, you're just looking for signs of serious track-day damage, or general abuse.



VOLKSWAGEN GOLF GTI

We were all relieved when the GTI came back from the dead in 2005 but the really exciting news is that, for this price, you can have a Mk6 from 2009. For those who think the Golf R is where it's at, here is the original sports sofa that is fun to drive and easy to own. In short, it's a brilliant all-rounder. A 50,000-mile, 2008 Golf GTI in tip-top nick with 18in factory alloys will cost you £8800. Timing chain tensioners can go and rattling wastegates (modified in 2010) have been a warranty fix.



VAUXHALL VXR8

Super-saloons are often far too well mannered. What you really want is a belching, badly behaved VXR8. Right now, they're super affordable, so with £18,500 burning a hole in your pocket you can get yourself a top-of-the-line 6.2-litre LS3 model. Body panels cost a fortune, though. How about £1600 for a bumper? Engines are usually bulletproof, but the two cooler hoses that feed the heater can chafe against the head and develop a leak. The VXR8 has a galvanised body, but you should nonetheless check the car for rusty chassis rails and sills acquired over a few UK winters.



TOYOTA GT86

Another case where we could have substituted something else such as, in this case, a Subaru BRZ. The problem is, there just aren't many around. Better to go, instead, for the far more numerous GT86. The driver's car de jour is not pricey new, so just £16,500 gets you a 2012 example from a dealer. There are quite a few automatics at this level, too. As new, the Toyota came with a five-year warranty, which should provide some welcome peace of mind. There is a list of minor issues, though, including condensation in the rear lights, but they're all niggles a dealer can easily sort out.

















PARTNERS AND SPONSORS



NICOLE LOOKS TO A BRIGHT NEW FUTURE

Nicole Agba is finishing her final Autocar-Courland Next Generation Award work placements with a month at Skoda before taking her next, giant step. **Doug Revolta** reports





he past 12 months have been extremely busy ones for Nicole Agba. This time last year the Coventry University graduate was submitting her design of a biometric steering wheel to the judging panel of the Autocar-Courland Next Generation Award. Now she's working in Skoda's headquarters in Milton Keynes nearing the end of her fifth and final month-long work placement.

She already has Jaguar Land Rover, Peugeot, Toyota and McLaren placements behind her, and now the award winner is gaining valuable experience in Skoda's press office.

"I've been logging coverage from the Skoda Superb launch," she says. "It's shown me how important the press team is and what effect a major launch has on the perception of a brand and a new vehicle."

Nicole's main interest lies in design, but her previous work placements included a spell on the press team at Peugeot. She has been able to draw on that experience to help her at Skoda.

"I've been looking at how Skoda communicates internally and externally," says Nicole. "One of my responsibilities was to do an analysis of Skoda's media site, so I started looking at the brand and what it stands for.

"Skoda cars are spacious, precise, authentic and smart, and I thought all of these key messages needed to be seen in the media site. I was looking at evolving and re-energising the way it presents itself."

After analysing Skoda's website Nicole created a design of how it could look, using the conclusions she had drawn from her research before presenting her ideas.

"It was a case of using my creative background to see how I could put an artistic spin on how the information was presented," she says.

Along with her office duties, Nicole visited DHL which, services, delivers and collects Skoda's press cars.

"I saw how the cars go out to the press, and how they are prepared for

'THE PLACEMENTS HAVE GIVEN ME A TASTE OF MY DREAM. NOW I HAVE TO PUSH ON AND ACHIEVE' This year's winner will get work experience with each of our partners as well as £9000 in cash. Visit autocar.co.uk/nextgenerationaward



their handover to journalists."

As her final placement draws to a close, Nicole has a wealth of experience to reflect upon.

"All the placements worked hard to offer me the best experience $\,$ possible," she explains.

"If I had to pick one stand-out memory, though, it would be attending the international launch of the Peugeot 208. It was amazing to be a part of. To be able to see what happens after an important new model has been designed and produced was extremely beneficial.

"At the same time, while all the placements have really pushed me to be the best I can, I'm most proud of what I achieved at McLaren.

"Being entrusted with very responsible tasks, and finishing my time there with a presentation to the executives, was really amazing."

Nicole will be going into the automotive industry boasting an impressive five months' worth of work placements with the Award's partners. She's not resting on her laurels, though. She knows there's a long way to go and is very grateful for what the Autocar-Courland Next Generation Award has given her.

'I've come a long way in the past year and I just hope my experiences will help me become a colour and materials designer, ideally at an OEM or private company. That's my dream.

"The work placements have given me a taste of that dream, but now it's down to me to push on and continue to achieve. I'm lucky enough to have some different options now."

If Nicole has inspired you to enter this year's competition, you'll have to be quick. The deadline for entries is 5pm on Friday 28 August.

To find out more about how to enter the 2015 Autocar-Courland Next Generation Award, visit autocar.co.uk/ nextgenerationaward.

tasks. He sees the Autocar-Courland Next Generation Award as a great way to introduce new talent to the industry.

"Nicole is playing a vital part in our brand, and in the department," says Panarisi.

"She has had lots of new ideas. which we wouldn't have had without bringing in somebody new to work with us.

"PR and communications might not be an obvious choice for somebody with experience of the creative side of things.

"The reality is, in press and PR, no two days are the same. We work on long-term strategies, but that can change at any given moment. That is a real benefit to anybody who is involved with the department.

"This is a great industry but it always needs to be replenished with new talent, new ideas and new ways of doing things.

"The Autocar-Courland Next Generation Award gives the industry that opportunity to find new talent."







Ford S-Max

Can the new S-Max retain its title as the driver's seven-seater?

MODEL TESTED 2.0 TDCi 150 Titanium

- Price £27,695 Power 148bhp Torque 258lb ft 0-60mph 10.5sec 30-70mph in fourth 16.2sec
- Fuel economy 43.6mpg CO₂ emissions 129g/km 70-0mph 45.4m

Imost 10 years have passed since Ford first attempted to prove that a wee bit of style and dynamic rigour weren't necessarily qualities lost on the seven-seater segment. The S-Max that resulted has proven popular – not just with buyers who found its mix of practicality and well-groomed design appealing, but also with those of us who prefer to labour under the illusion that we might be piloting a large and high-sided saloon rather than a minibus.

This, of course, was the point. Ford, apparently with its tongue nowhere near its cheek, still prefers to call the

WE LIKE Much-improved refinement ■ Appropriately spacious ■ Never less than easy to drive





 S-Max's grille comes chromed from the entry-level model up, although the Titanium Sport swaps it for a black one as part of its bespoke styling kit.



 'Catfish' foglight was a major part of the last S-Max's visage; here, not so much. But it's still important enough to be standard across the range.



 A-pillar comes forward, further accentuating the car's front quarter light.
 Visibility, though, remains on par with its predecessor's, which is to say moderately obscured on the wrong sort of junction.



 Halogen headlights with an LED daytime running light configuration are standard, with Ford's very clever new adaptive, anti-glare arrangement on the option list.

S-Max a 'sports activity vehicle', a marketing misnomer conjured up mostly to differentiate it from the slightly larger (and less shapely) Galaxy it firmly considers an MPV. The distinction, though, remains critical because once again the underpinnings – an evolution of the latest Mondeo's modular platform – are shared between the two.

To bolster the car's appeal, Ford hasn't been shy with the application of technology. The S-Max is the first to use Ford's adaptive front steering system and there's now the option of intelligent all-wheel drive and an extensive line-up of overhauled



or entirely new engines, including the latest range-topping 2.0-litre bi-turbo among a glut of similarly sized oil-burners, as well as the 1.5-litre Ecoboost petrol and its burly 238bhp 2.0-litre sibling. Atop it all comes the crucial renovation of the interior. Ford's quaint last-decade design theme has been replaced by something more modern and Mondeo-ish, along with a revised version of the Easy-Fold seating that was a big part of the model's appeal.

Available in Zetec, Titanium and Titanium Sport trim levels, the S-Max starts at £24,545. It's around the same price as a Seat Alhambra, and still significantly cheaper than the new breed of affordable sevenseat SUVs typified by cars such as the Kia Sorento. Time to find out whether or not there's still a place for Ford's sportier option between the two.

DESIGN AND ENGINEERING

It's easy to overstate the first S-Max's basic good looks, but it was one of the first models to feature Ford's 'kinetic design' philosophy, and if you think about what the Volkswagen Sharan, Seat Alhambra and outgoing Galaxy looked like in 2006, it was certainly chiselled by comparison for a seven-seater. In truth, the new car has not fallen desperately far from the tree. The decision to move the front pillar back to provide the car with a →

WE DON'T LIKE Slightly more fractious ride ■ Unimpressive economy ■ Handling no longer outstanding





 Upswept window line is carried over intact from the old S-Max, lending the new one the same aesthetic advantage over the big-windowed taxi-bus that is the new Galaxy.



 For a car with twin exhausts (and twin ports cut in the diffuser for them) the S-Max has very shy and retiring tailpipes. Titanium Sport trim fixes that with incorporated chrome rings.



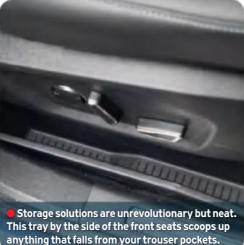
 A comparatively large rear light cluster has always been a feature of the S-Max, a trait taken further than ever by the latest generation, which now incorporates LED tail-lights.



 Standard alloy wheels on Titanium trim are 17in; the five-spoke 18in ones pictured are a £400 extra. The largest 19in 20-spoke wheels are an option for Titanium Sport buyers only.

ON THE INSIDE











MULTIMEDIA SYSTEM

An 8.0in touchscreen and DAB are standard, but Ford's Sony-branded hi-fi is an option even on Titanium Sport models, although it's relatively affordable at £450. That buys a respectable navigation system, a more powerful amplifier and three extra audio speakers, so it's decent value and it sounds good enough.

The navigation system lacks the graphics sophistication and mapping detail of the best factory set-ups, but clear directional tulips make it easy to follow. As we've written before, it can be a bit unresponsive. Ford's Sync2 multimedia brings with

it decently intuitive voice control functionality for setting destinations, but simply say 'I'm hungry' and it'll bring up a list of local restaurants from the POI database.

For parents of older kids, Ford's MyKey functionality now includes the in-car entertainment system. Allow your older teenager to drive the car using that special key and you can reduce the maximum volume of the stereo and disable it entirely unless all occupied seats have their corresponding belts done up. You can also ensure that posted speed limits aren't exceeded, thanks to the car's speed limit recognition system.

←longer bonnet is mildly contentious. Some testers prefer the S-Max's previous profile to the one Ford has optimistically characterised as being 'even more dynamic'. Either way, the front end finally gets the raised chrome trapezoidal grille and slim headlight design that have been common features elsewhere in the Ford line-up for a while, and the rear is a little more tapered for effect than you'll find elsewhere in the segment.

Because it shares the Mondeo's platform, the S-Max gains some of that model's virtues - namely, the aluminium-rich integral-link rear suspension and the superior attention paid to refinement levels. Much as it did with the Mondeo, Ford claims better sportiness from the chassis, but more so the improvement in ride quality for rear passengers, possible thanks to the integral link that allows the wheels more freedom to travel rearwards than was the case with the previous suspension. Ford also cites a 3dB reduction in road noise for those seated in the back.

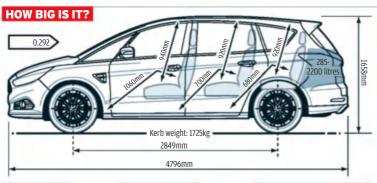
In the front, the S-Max's inferred focus on the driver is embodied by the new Adaptive Steering tech, Ford's new generation of electric-powered rack, which includes additional gearing to reduce the amount of

turning required to negotiate tight turns and T-junctions. To calculate the number of turns needed, an electronic control unit and steering angle sensor are housed within the steering wheel. The reasoning is greater ease of use, although Ford still promises precision and intuitiveness (and continuing its unbroken run as the mainstream's finest purveyor of steering feel will mean that it needs to). Alongside the adaptive system, Ford counts at least 20 other new technologies, including Glare-Free Highbeam, Pre-Collision Assist with Pedestrian Detection, Front Split View Camera and a switchable Intelligent Speed Limiter that automatically recognises the speed limit and prevents the driver from breaking it.

Somewhat more stimulating is the availability of four-wheel drive in the shape of Ford's iAWD system, which can send 100% of torque to the rear wheels should the need arise. With iAWD, twist is provided by the revised 2.0-litre Duratorq diesel engine in its 148bhp and 177bhp forms, the higher-powered version mated to a six-speed Powershift automatic transmission. Both can be had as front-drivers, too (as the car tested was), alongside a >



 Front seats are high set but comfortable. Centre console offers plenty of storage although you wouldn't mind a greater sense of quality or design flair.



VISIBILITY

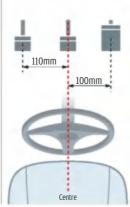
Lots of glazed area, a high perch and some conventional, normalsized pillars make for a good view in all directions.

HEADLIGHTS

Our test car had xenons with auto high beam. They're bright and powerful, although we'd rather the auto dip acted a bit more quickly.



Almost equidistant pedal placement either side of a centrally mounted brake sounds ideal, but a more right-handed bias would be marginally preferable. Not that it's a marked enough problem to really notice.

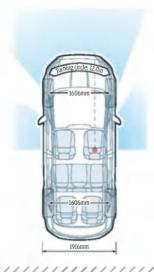


Second-row chairs are wider than some, but they're also flat and quite hard. They offer fore-aft adjustment and can be folded flat with one hand.

Typical leg room 00mm



• Family Pack brings push-button folding via a console on the nearside. Boot is



ON THE ROAD

←118bhp version, and the new 207bhp unit, which develops 332lb ft from 2000rpm courtesy of its sequential bi-turbo design. The two Ecoboost petrols, including the 158bhp 1.5-litre, complete the line-up.

INTERIOR



The genius of the previous S-Max extended in several different dimensions. It was not only finehandling but also great-looking and apparently right-sized. Owners got that bit more second and third-row occupant space than a compact seven-seater offered, and a slightly bigger boot - and yet they didn't have to settle for a car that distantly resembled a converted box van.

But that was then. The S-Max now has myriad imitators and its position is no longer quite so distinct or secure. As our measurements prove, this is still a practical car -

even for an MPV. Ford's preference for stadium-style seating conspires here with an optional panoramic glass sunroof to limit second-row head room, but the car still has 70mm more third-row head room than an equivalent Citroën Grand C4 Picasso. The Ford's boot is usefully longer (in five-seat mode) and wider than the Citroën's, too. Smaller adults can use the S-Max's third row as well as kids, which is something of a boon. But the same is true of the Vauxhall Zafira Tourer, which has a narrower cabin but slightly more cargo space than the Ford (in five-seat mode) as well as a roomier second row.

Ford's management of the S-Max's cabin space is also only so clever. All five rear chairs fold easily and lightly enough for one-handed operation, and the middle three seats also slide fore and aft independently. But there's no 'lounge seating' option such as the Vauxhall offers, which might free up extra shoulder and leg room to make the car more

comfortable for four occupants. Although wider than the compact seven-seat norm, the Ford's middlerow seats are quite hard and flat.

However, the front seats are $perfectly\,comfortable, and\,although$ the S-Max's fascia follows that of the Mondeo in setting an unexceptional standard on material richness and quality, it's certainly pleasant, solid and well provided for storage.

On in-car tech, it is competitive without feeling cutting-edge. Ford's 10in LCD instrument binnacle promises to be quite sophisticated in the brochure, but it's less so in practice, consisting of two inset multi-function displays framed by conventional speedo and tacho scales.

PERFORMANCE



Fitted with one of the less powerful of four available 2.0-litre turbodiesel engines, the S-Max struggles to pull

off the impression that it is truly sporting. But owners are unlikely to be disappointed by only average outright performance in such a car and we're certainly not minded to criticise a large, heavy, modestly powerful model for failing to excite.

A lack of low-range flexibility does seem a relevant bone of contention, though. Like the Mondeo Estate we tested with the same engine earlier this year, the S-Max is a bit slow and unwilling in its response to the accelerator pedal below 2000rpm. It just feels that bit longer geared than it really is. Use the lower intermediate ratios as you should at low speed and you won't perceive much of a problem. But in the higher ones, the issue is there all right, as our fourth-gear 30-70mph time makes plain. More than 16 seconds for this benchmark isn't becoming of any car making a claim at dynamism - worse still one likely to carry heavy loads.

In other respects, though, the S-Max is easier to drive. Like most

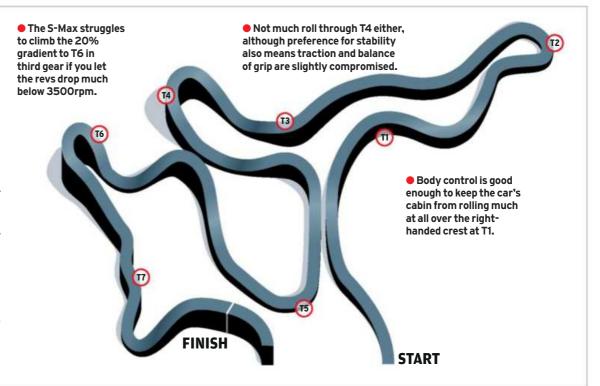
TRACK NOTES

The Hill Route's tighter turns begin to expose the popular narrative of the S-Max being a truly poised driver's car. But it does the right things for safety's sake, staying upright and slipping from the front end at the limit of grip.

If you were expecting true handling balance here, forget it: you'll have to settle for unflappable security. Truth be told, though, it's a common compromise for high-sided cars, and although the previous S-Max was a touch more neutral, there isn't another MPV on the market now that'll offer much other than non-negotiable understeer when push comes to shove.

The steering's lack of fluency only gets more noticeable as you add more cornering load into the front suspension, but its assistance levels remain consistent.

On the longer, steeper climbs, the car's mass does begin to overwhelm its engine, so if you've frequent seven-up, heavy-loaded motoring or towing in mind, the extra torque of the 177bhp and 207bhp diesels will be important.



ACCELERATION 22deg C, dry

Ford S-Max 2.0 TDCi 150 Titanium

Standing guarter mile 17.8sec at 78.5mph, standing km 32.6sec at 100.6mph, 30-70mph 10.4sec, 30-70mph in fourth 16.2sec





BRAKING 60-0mph: 2.52sec









Its moderately high grip levels, meaty steering and fairly taut body control defy the MPV mould

modern Fords, its control weights are substantial but uniform, and so its pedals, wheel and gearlever are easily mastered. The gearlever's action is taut and slightly notchy when shifting between planes, but slick enough vertically through the gate.

Refinement is particularly important in a big passenger car, and the S-Max delivers well on it, producing markedly less cabin noise than a Zafira Tourer cruising at both 30mph and 70mph. Wind noise and road roar are well controlled.

Fuel economy, meanwhile, is far from outstanding. Our True MPG testers produced 43.6mpg from the car, having recorded better than 50mpg from some of its rivals. Here, as on drivability, S-Max buyers will pay a price for the car's size and heft.

RIDE AND HANDLING



The new S-Max, like the old one, is a car you can enjoy driving with a bit of spirit. Its moderately high grip levels, meaty steering and fairly taut body control defy the MPV mould and give the car more handling composure

and deeper dynamic reserves than you might expect of it.

It's still quite tall and quite heavy and has a long wheelbase, so you wouldn't mistake it for a sports saloon. It turns in to corners neatly, but with a certain amount of body roll and a sincere but not avid keenness to change direction. But for Ford to have aimed for anything more could have compromised the car's ride compliance, stability and drivability, and its chassis engineers are much too wise for that. For owners of other more gently tuned seven-seat rivals, the S-Max's hold on the road and mastery of its own mass should certainly impress, which is most of what it needs to do.

Whether it's a significantly betterhandling car than its predecessor is more questionable and will depend a bit on personal taste. Ford's latest electro-mechanical power steering systems haven't done the Focus any favours, and although better on the larger Mondeo, they certainly don't give the S-Max the same slick and oily-smooth, feelsome helm it used to have. You can guide the car as precisely as ever, but there's just enough elasticity and stiction in the rack to prevent you from striking up the ideal relationship with the front contact patches.

Also notable by its absence is the old S-Max's fluent, progressive primary ride. The car's increase in torsional body stiffness has probably been used as an excuse to ramp up chassis rates - and if so, we wonder if the change was necessary. Where the old S-Max would glide over crests and through dips thanks to soft enough springing and sufficient wheel travel to allow its dampers to work, this new one is a little more restless, and less supple and deft in its interactions with a choppy surface. It may be a smidgeon more upright as a result, and perhaps a touch more directionally stable on the limit, but we marginally preferred the car as it was.

BUYING AND OWNING



The cheapest S-Max – Zetec trim with the 1.5-litre Ecoboost – is £24,545, which is very marginally less than the list price of an entry-level (and similarly efficient) Alhambra MPV, and almost £5k

cheaper than the most affordable (and admittedly diesel-powered) Hyundai Santa Fe SUV.

However, the mainstay will be the diesels, and all three variants of the stock 2.0-litre Duratorq offer the same 56.5mpg combined economy and 129g/km CO₂ emissions in conjunction with front-wheel drive and the manual six-speed gearbox. Bought in the mid-level Titanium trim tested here (where you'll get sat-nav and the bulk of the new tech mentioned), £28k is more realistic, where, predictably, you'll also find the best of the car's direct rivals.

The stock S-Max's efficiency is generally worthy – although, as our True MPG testers have shown, far from class-leading in the real world – and only slightly harmed by the optional fitment of either four-wheel drive or the Powershift gearbox.

Range-topping Titanium Sport trim provides access to the most powerful engines and adds a styling kit and firmer suspension, although selecting them puts the S-Max the wrong side of £30k, where some seriously attractive alternatives – the seven-seat Land Rover Discovery Sport among them – loom large.

FORD S-MAX 2.0 TDCI 150 TITANIUM

On-the-road price £27.695 Price as tested £30.390 Value after 3yrs/36k miles £12,050 Contract hire pcm £468 74 Cost per mile 52.4p Insurance/typical quote 20E/£595

EQUIPMENT CHECKLIST

LED daytime running lights Keyless entry and go Rear privacy glass Chrome side window surround **Automatic headlights and wipers** 10.1in TFT instrument cluster Lane Keeping Assist, Traffic Sign **Recognition, Auto High Beam Cruise control** 18in alloy wheels £400 **Deep Impact Blue metallic paint** £545 Sony DAB navigation and audio £450 £150 **Active Park Assist** Panoramic roof £750 **Titanium Family Pack** £400 Options in **bold** fitted to test car

RANGE AT A GLANCE

= Standard na = not available

| ENGINES | POWER | FROM |
|---------------------|--------|---------|
| 1.5 Ecoboost Zetec | 158bhp | £24,545 |
| 2.0 Ecoboost T'Sprt | 237bhp | £31,300 |
| 2.0 TDCi 120 Zetec | 118bhp | £25,245 |
| 2.0 TDCi 150 Zetec | 148bhp | £25,995 |
| 2.0 TDCi 180 Tit'm | 177bhp | £28,445 |
| 2.0 TDCi 210 T'Sprt | 207bhp | £32,260 |

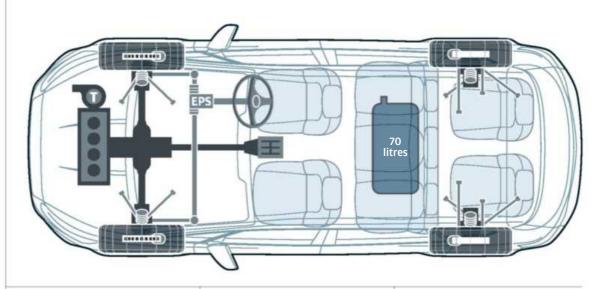
TRANSMISSIONS

6-spd manual 6-spd Powershift dual-clutch auto £1550 (TDCi 150 and 180 only; standard on TDCi 210)



TECHNICAL LAYOUT

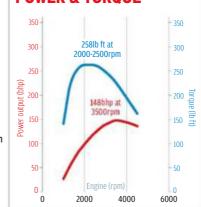
Platform shared with the Mondeo and Galaxy means a transverse, front-mounted engine and (in most cases) front-wheel drive, although all-wheel-drive versions are offered. Suspension is all-independent, with struts up front and multi-links at the rear. Seven seats come as standard. 'Active' variable-ratio power steering is on the options list.



| ENGINE | |
|-------------------|-------------------------|
| Installation | Front, transverse, |
| | front-wheel drive |
| Туре | 4 cyls in line, 1997cc, |
| | turbodiesel |
| Made of | Iron block, |
| | aluminium head |
| Bore/stroke | 85.0mm/88.0mm |
| Compression ratio | 17.0:1 |
| Valve gear | 4 per cyl |
| Power | 148bhp at 3500rpm |

258lb ft at 2000-2500rpm Torque Red line 5000rpm Power to weight 86bhp per tonne Torque to weight 150lb ft per tonne Specific output 74bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction Steel monocoque Weight/as tested 1725kg/na Drag coefficient 0.29 Wheels 7.5Jx18in 235/50 R18, **Tyres** Continental ContiSport Contact 5 Spacesaver Spare

TRANSMISSION

Type 6-spd manual Ratios/mph per 1000rpm 1st 3.58/5.6 2nd 1.86/10.7 3rd 1.16/17.2 4th 0.82/24.3 5th 0.89/32.9 6th 0.74/39.5 Final drive ratio 4.06:1 (1st-4th), 2.77:1 (5th, 6th and reverse)

ECONOMY

| TEST (TRUE MPG) | Urban | 40.9mpg |
|-----------------|-------------|---------|
| | Extra-urban | 46.2mpg |
| | Average | 43.6mpg |
| CLAIMED | Urban | 50.4mpg |
| | Extra-urban | 61.4mpg |
| | Combined | 56.5mpg |
| | | |

Tank size 70 litres **Test range** 671 miles

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electro-mechanical, rack and pinion Turns lock to lock 2.6 12.0m Turning circle

BRAKES

Front 316mm ventilated discs 316mm solid discs Rear Anti-lock Standard, with Brake Assist

CABIN NOISE

Idle 49dB Max rpm in 3rd gear 76dB 30mph 64dB 50mph 66dB 70mph 70dB

SAFETY

ABS, ESC, EBD, Brake Assist Euro NCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 129g/km Tax at 20/40% pcm £106/£212

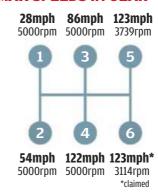
ACCELERATION

| MPH | TIME (sec) | |
|-------|------------|--|
| 0-30 | 3.5 | |
| 0-40 | 5.2 | |
| 0-50 | 7.9 | |
| 0-60 | 10.5 | |
| 0-70 | 13.9 | |
| 0-80 | 19.1 | |
| 0-90 | 24.4 | |
| 0-100 | 32.0 | |
| 0-110 | - | |
| 0-120 | | |
| 0-130 | | |
| 0-140 | - | |
| 0-150 | - | |
| 0-160 | • | |

ACCELERATION IN GEAR

| MPH | 2nd | 3rd | 4th | 5th | 6th |
|---------|-----|-----|------|------|------|
| 20-40 | 3.2 | 5.7 | 13.9 | - | |
| 30-50 | 4.2 | 5.0 | 8.4 | 15.2 | |
| 40-60 | - | 5.3 | 7.6 | 10.8 | 16.9 |
| 50-70 | - | 6.3 | 7.9 | 10.7 | 13.9 |
| 60-80 | - | 8.6 | 8.8 | 11.3 | 14.6 |
| 70-90 | - | - | 10.0 | 12.6 | 16.2 |
| 80-100 | - | - | 13.6 | 14.9 | - |
| 90-110 | | - | - | - | |
| 100-120 | - | - | - | - | - |
| 110-130 | - | - | - | - | |
| 120-140 | - | - | - | - | |
| 130-150 | - | - | - | - | - |
| 140-160 | - | - | - | - | - |

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 1772/2025

RESIDUALS



You'll need to buy wisely to beat an S-Max on residual value. The market prizes them highly - for an MPV.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the S-Max, contact Ford Customer Relationship Centre, Royal Oak Way South, Daventry NNII 8NT (0203 564 44444, ford.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 516f, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).



Read all of our road tests autocar.co.uk

No 5231

Ford S-Max

AUTOCAR VERDICT ★★★★☆

Still a fine-handling MPV although lacking its forebear's star quality



here's just a touch of the dreaded 'difficult second album' syndrome about the new S-Max. It was on the cards. Ford set the template for how to successfully add dynamism to a big passenger car nine years ago, and rivals on all sides have been raising their game ever since. The new S-Max doesn't appeal in quite the same way as the previous one. On performance, ride and handling, Ford has failed to make a perfectly competent car appreciably better than what went before. It also feels as if the car's versatility, exterior styling and perceived quality have been somewhat 'phoned in'.

That's being a bit hard on what remains a more than respectable, competitive and generally pleasing to drive family car – but then 'hard' is what the Autocar road test is here to be. If you liked the last S-Max, chances are you'll like this one. It's a good car. But it's no longer a great one.

TESTERS' NOTES



MATT SAUNDERS Ford's myriad tests for the S-Max's

upholsteries included checking its vulnerability to coffee and mud stains, and to tearing and marking by football boot studs. Impressive rigour from a volume brand.



CACKETT
I'd choose the
£400 Family
Pack in a

heartbeat. Not only do you get the power-fold third row, but you also get a 220V power outlet in the back, which seems to me essential if your kids were born in this millennium.

SPEC ADVICE

Titanium trim is the one you want. Think hard about all-wheel drive; it's a £1500 step up.
And don't be tempted by the £750 Panarama Roof if you're planning on frequently carrying adult-sized passengers in the second row.

JOBS FOR THE FACELIFT

- Keep working on the power steering. In this heavy a car, it's beginning to struggle for fluency and feel.
- Make the back seats more comfortable and slide more cleverly.
- Improve the perceived cabin quality.



MAKE Model Price Power Torque 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every new car, p76



| VOLKSWAGEN |
|-----------------------------|
| Sharan 2.0 TDI 150 SE |
| £30,115 |
| 148bhp at 3500rpm |
| 251lb ft at 1750rpm |
| 10.3sec (claimed, to 62mph) |
| 124mph |
| 56.5mpg |
| 1774kg |
| 130g/km, 24% |
| |

Full-sized seven-seater offers great versatility, tidy handling and VW-brand desirability.



| BMW |
|----------------------------|
| 218d Sport Gran Tourer |
| £28,040 |
| 148bhp at 4000rpm |
| 243lb ft at 1750rpm |
| 9.5sec (claimed, to 62mph) |
| 127mph |
| 64.2mpg |
| 1575kg |
| 115g/km, 21% |

Seats seven, just, but more of a 5+2. High on badge appeal and perceived quality. Drives tidily.



| FORD |
|-----------------------------|
| S-Max 2.0 TDCi 150 Titanium |
| £27,695 |
| 148bhp at 3500rpm |
| 251lb ft at 2000-2500rpm |
| 10.5sec |
| 123mph |
| 56.5mpg |
| 1725kg |
| 129g/km, 23% |
| |

Looks and drives better than most but not the class-leader it was. Cabin is roomy but plain.



| SEAT |
|-----------------------------|
| Alhambra 2.0 TDI 150 SE |
| £28,675 |
| 148bhp at 3500rpm |
| 251lb ft at 1750rpm |
| 10.2sec (claimed, to 62mph) |
| 126mph |
| 56.5mpg |
| 1849kg |
| 131g/km, 24% |

A cheaper, less desirable sister for the VW Sharan. Spacious, versatile and decent to drive.



CITROEN

G'd C4 Picasso B'HDi 150 E've
£24,750

148bhp at 4000rpm

273lb ft at 2000rpm

10.isec

130mph

72.4mpg

1430kg

110g/km, 20%

Alternative approach produces something fresh, as well as comfy, affordable and frugal.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Shifting perceptions

Matt Prior's article on the finer aspects of the manual gearchange was fascinating (Tester's Notes, 12 August). I rushed out to try my humble 1998 Volkswagen Golf and 2012 Ford Mondeo.

Amazingly, both gearboxes exhibited the over-centre action described by Matt that makes a manual change such a pleasure.

It's embarrassing to admit, but I'd never actually noticed it before. I didn't even bother to check the Aston, though. It's an auto, or rather an 'automated manual' in Aston speak, more is the pity.

Chris Foss, Steyning, West Sussex



ValetPRO exterior protection and maintenance kit worth £58.95



SPOTTING TRAINSPOTTERS

There were two classic letters (Your Views, 5 August) from 'tyre kickers' and 'trainspotters' complaining about your Jaguar XE and BMW 340i comparison, where your lads gave the Jag the nod.

My daily drive is a current-model Alpina D3, a car you gave five stars to. I was keen to see how the XE compared, so I took an extended test drive.

The BMW (petrol or diesel) may be faster, more economical and more roomy, but the XE is simply better. It is a complete honey of a car. I was so impressed that I bought one straight away, for delivery in November, and I am comparing it not with a stock BMW but with an expertly fettled Alpina.

It is a lot slower and thirstier than the Alpina, but it steers, handles and rides so much better. Also, the gearbox matching and the electric steering are better.

Those two letters represent a classic

case of the trainspotter's disease: just compare the figures and ignore the feel.

Julian Fack

via email

OPPOSITE LOCH

I'm glad that I really spotted a Mazda MX-5 Mk4 around Loch Ness recently and not a monster (First Drives, 12 August). As an owner of a Mk1 and an early Mk3, I'm not quite sure about the looks.

I really dislike the tablet-sized screen on the dashboard, which can't be removed at higher trim levels. In my opinion, this isn't necessary. I'm also not quite sure about the boot. With every generation, it is getting smaller and smaller. During our 11-day trip through Scotland with the Mk3, we used every cubic inch available.

Andreas Meenken

Munich, Germany



POWERED UP

I must respond to David Sutherland (Your Views, 5 August) and Martino Corbelli (Your Views, 12 August), who both assert that electric cars merely move the CO₂ generation from the tailpipe to the power station.

Today, 15% of our electricity is generated from renewables and this is heading for 30% by 2020. A pumpfuelled car will be 100% CO₂-producing throughout its life.

If you have an electric car, you can choose, as I do, to take energy from a low-CO₂ producer or a fully green tariff. In addition, my Vauxhall Ampera is recharged from solar panels in the afternoon after its daily morning all-electric commute. It's showing a lifetime 108mpg, with no compromises on things like delivering my daughter from Yorkshire to university in London.

The future may not be wholly electric, but it has a big part to play and things will get better and better.

Mark Brockbank

via email

MANUAL 'BOX WORKS WELL

I realise that most buyers of the Land Rover Discovery Sport will want the nine-speed automatic gearbox but I wouldn't dismiss the manual version out of hand (First Drive, 12 August).

I have only driven the manual version

AUTOCAR What you're saying on autocar.co.uk

UK trials of wireless road charging tech

Who will pay for it to be installed and how much will it cost to use? **Will86**

Let's work out a way we can fix the existing roads rather than try to electrify them. Get the basics right first.

Pistachio

I wonder how safe it'll be for other sensitive electronic equipment, such as pacemakers. The NHS alone fits



around 25,000 pacemakers per year. **Ruperts Trooper**

Studies of electric fields are far from conclusive as to the safety of

being continuously exposed to them. **Moparman**

This is fiction. As for plugs every 20 miles, where will they be put? Wolves fan

We gave the Jaguar XE S the nod over the BMW 340i; Julian concurs



with the 2.2-litre engine and found that the gearlever fell easily to hand and was pleasant to use. The effort needed matched the steering and pedals perfectly and the ratios were well matched to the torquey nature of the old four-cylinder lump.

Result: enhanced driving pleasure when the car is performing one of its best party tricks - namely, making brisk, confident and composed progress, sweeping along open country roads.

I am sure the same 'box would perform at least as well in an Ingenium-engined example and I, for one, would happily sacrifice the third row of seats in order to swop my own cogs.

Roger Stubbs

via email

THAT'LL BE THE DAEWOO

I believe that Giorgetto Giugiaro's Jaguar Kensington concept (Rear



View Mirror, 12 August) was eventually adapted to become the Daewoo Leganza.

John Britt

Sandway

There's a striking similarity - MB

CAUSE OF DEATH NOT GIVEN

I had hoped your 'Defender Special' (Autocar, 12 August) would have included an intercalation, citing the EU rules that are responsible for its demise and the dates from which they become operative. Jaquar Land Rover's justification has been vague, to say the least. I suspect it is using Brussels bureaucracy as convenient camouflage to discontinue its most labour-intensive and, presumably, least profitable model. **Giles Hobson**

via email

ROOM FOR IMPROVEMENT

A friend said to me once that the Land Rover Defender, of which he was a serial buver, was the only vehicle he knew that always got better whatever they did to it.

I have driven many of them over the years, including on the Falkland Isles, where they are almost obligatory. But I still think what I have always thought, and it is this: does this thing really need to be this bloody awful?

Robin Haywood

via email

It can go places many vehicles can't, so its quirks are forgiveable in our book - MB

LEADING ME ON

Having graduated to an iPhone 5S, this meant changing the lead to connect it to my BMW 3 Series, which has only the basic navigation unit. While having the car serviced at the local BMW dealer, I asked about the price for the lead: £57! And they know the cheaper online ones don't work. It's a disgrace.

Kristian Stuart

via email

Inside the magazine - on sale 2 September



BMW 7 Series All-new tech-laden rival to the Mercedes-Benz S-Class is assessed



New versus used Is it better to choose new metal or used bargains? We find out



Hyundai Tucson First UK drive in the Korean firm's latest compact SUV



Mazda MX-5 Does the roadster's back-tobasics approach convince our testers?

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVAN AUDI TT BMW ACTIVI TOURE BMW M4 CITROEN C4 CACTU

FERRARI

FORD

FORD

HYUNDAI

KIA SOUL EV





oy', 'Sheer Driving Pleasure', 'Ultimate Driving Machine'... all well-known BMW marketing slogans, none of which applies to my recent experience of the M4. That's no fault of the car, either. Given the way it looks, the way it goes, the way it's built and the nerdy engineering detail underpinning it, there's everything required to live up to these boasts. But reality just keeps getting in the way.

Remember I was saying how nice that Austin Yellow paint looks? I'd like to say it's unmissable, given how bright it is, but this doesn't seem to be the case, at least for one bus driver in Kingston upon Thames.

Minor paint scrapes and dings are, unfortunately, inevitable in the cut and thrust of metropolitan driving. But to get winged by a bus while stationary in traffic is especially galling – and worse still when the culprit clears off without

stopping. The scuff looked minor, being little more than a scrape of red on the nearside corner of the rear bumper. It was the kind of thing you'd get a smart repair outfit to sort on your own car.

Michelin Pilot Super Sport tyres, there's at least one person who'd like to hear about it

But BMW – quite within its rights because this is BMW's car – wanted the work done at one of its own dealerships, and when the estimate came back at £1248, I realised I was going to have to start staking out local bus depots in search of a single-decker with an Austin Yellow go-faster stripe. That's currently still a work in progress but I've picked up a scent and won't stop until my quarry has been cornered and coughed up for the repair.

Credit to Berry BMW Heathrow, though. They were understanding when we had to call a halt to the job midway through to explore the insurance possibilities and then they were speedy about finishing it when a rescheduled









MAZDA



MERCEDES-BENZ PORSCHE

RANGE ROVER

RENAULT

SEAT

SKODA

SKODA

VOLKSWAGEN











LEON X-PERIENCE





Steve Cropley



Steve Crople

Matt Prior





Mark Tisshaw





Front tyres fare better than the





as he'd like of late

The keys were handed back with a sheepish note about a lack of tread on the rear tyres

photo shoot loomed. Service was efficient and having a direct line of communication with a single person in the workshop helped a great deal. It was a lot of money for a small scrape but

they did their best to make it painless. It meant an extended period for me without the car, though, and then it went off to its photo shoot in the hands of a colleague, who assured me that he "didn't anticipate much shreddage" of the tyres. Clearly, temptation and the M4's sideways nature got the better of someone, though, and the keys were handed back with a slightly sheepish note about the lack of tread on the rear tyres. With my new direct line to Berry Heathrow, I checked the main dealer

price for a replacement pair of Michelin Pilot Super Sports: £341 fitted.

I'll consider that a baseline for some shopping around while I consider booking in some track time to give the current set a proper sending off. Given experience of the M4 at Portimao on the press launch, I think I'd best be looking to negotiate a bulk discount, too. The size of the Michelin truck parked in the paddock at the event spoke volumes about BMW's expectations for the M4's appetite for rubber.

I keep alluding to this without any actual evidence of why it should be so because, really, tyre wear should be a matter of driving style above all else. Well, yes. But the M4 encourages and then facilitates a driving style rather more demanding of tyres than a 420d.

The chances for me to enjoy this have been rather limited, given the above, but one of the defining characteristics of this new turbocharged powertrain is its torque delivery. The twin-turbo arrangement developed by M division is much fancier than that in civilian turbocharged BMWs and responds much more aggressively. The M4's 406lb ft looks modest next to the 479lb ft of its V8-powered Mercedes-AMG C63 rival but it's there from just 1850rpm and arrives so fast that it will very easily overwhelm the rear tyres.

You can't drive everywhere in a cloud of tyre smoke, but even when it's kept on the straight and narrow, you can feel the tyres chewing into the asphalt as the Active M Differential manages the explosive power delivery across the rear axle. Employ M Dynamic mode on the

stability control and enough discipline to keep it just the right side of breaking traction and the feedback is such that you can feel the electronics pushing every block of tread to the absolute

limit. It's a delicious sensation. The M4 has exactly the kind of rearbiased cornering style that M cars have always done so well, enhanced by very clever technology and tyres developed by Michelin with BMW specifically for this car. They do get a workout, though. With or without interactions with the local bus operators, this could turn out to be an expensive few months.

Price £55,635 Price as tested £73,870 Economy 25.2mpg Faults None Expenses £1248 for repair to rear bumper Last seen 22.7.15

dan.trent@haymarket.com





Mileage 6595 A few tweaks would endear it more to drivers, as a Suzuki Vitara shows

he C4 Cactus may be entertaining to look at, plastering a smile on the face of many a passer-by, but it's not exactly entertaining to drive. It's a softly sprung, gently damped, minimal feedback kind of car, one that prefers a sensible pace. Which, credit where it's due, is what it was designed to be.

That's not to say that Citroën couldn't have done more, mind, to reward the keener driver. I recently tried a new Suzuki Vitara and found it to be a far more compelling car to drive. It was stiffer, for one thing, resulting in far more composed cornering. Yet despite its firmer ride, it was still perfectly compliant over bumps and rougher surfaces. It also had more front-end grip, less aggressive brakes and a far slicker gearchange.

Admittedly, the Suzuki's steering





could have done with extra heft. At higher speeds, through corners, precious extra weight would materialise. This left the Vitara's nose feeling a little difficult to judge. The Cactus offers up more resistance in its steering at speed. making it less twitchy and giving it a more accurate feel. It still lags behind in corners, mind, washing out and running wide where the Suzuki would hang on.

That slight steering foible aside, the Suzuki was ultimately good fun to throw around, a car that could, and would, reward the driver's efforts regardless of the fact that there was no necessity for it to be like that. With a few modifications, the Cactus could easily emulate this satisfaction. Minor adjustments to the control weights, suspension, brakes and gear linkages would all serve to make it a far more rewarding car to drive - without compromising it otherwise.

The Citroën isn't completely devoid of on-road charm, though. The unobtrusive warble of its turbocharged triple and its surprising turn of speed never tire, and it tackles motorway plods with aplomb. Consequently, for now, the Cactus remains an endearing and interesting - but not particularly entertaining - option.

lewis.kingston@haymarket.com

Citroën C4 Cactus PureTech 110 S&S Flair

Price £17,290 Price as tested £19,060 Economy 49.3mpg Faults None Expenses None Last seen 29.6.15



Mileage 8150

If you've read our Junior Handling Day feature on the preceding pages, you'll know that I lauded the Mazda MX-5 over everything else - and then shamelessly picked the Caterham Seven 270R when asked to consider spending my own money. That was

true for the day and in the stated circumstances, but had I a real job and the choice of only one (relatively) affordable car to get to and from it, I would pick our Mégane Trophy every day of the week and twice on Sundays.

This is Matt Prior's long-term test car in name, but secretly - given

Obi-Wan's taste for Land Rover Defenders - it's a little bit mine, too. That's good, because I suspect we drive it in very different ways. Prior is every bit as quick as his videos suggest - quicker than me and, unless you're reading this in a manufacturer's pit lane garage, probably quicker than you, too. But, not unlike Niki Lauda, he tends to turn it on only when a camera is on him or an opinion is pressing. Otherwise, he drives with zen-like patience.

That's as it should be. But it probably isn't the mindset of your Trophy-buying enthusiast, on a mission to exercise their motor continually and strenuously. as if it were a metallic-coloured husky dog. This side of the story I'm happy to tell. And the news so far is ridiculously good. Save for the black paint, which gets dirty quicker than an adolescent's daydream, the Mégane is stonking.

Junior handling day, in fact, brought that into sharp focus. The Honda Civic Type R, arguably the Trophy's current nemesis, was very fast around Bedford and friendly on the road. We couldn't

take the Mégane - too old - but I wish we had. The Ford Focus ST is no match for the Honda on track. The Renault is. It steers better, generates almost as much speed and is just as adept at carrying it through corners. It is also three or four times more adjustable - and so tenfold the fun. Better than a 270R? Only in the real world. Where I don't live.

nic.cackett@haymarket.com

Renault Mégane RS 275 Trophy

Price £28,930 Price as tested £33,050 Economy 27.2mpg Faults None Expenses None Last seen 29.7.15



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Mileage 2684 Tests of its practicality are planned but it's faring well for driver appeal

ell, I never thought I'd say I would genuinely enjoy driving a small SUV, but my Mazda CX-3 long-termer feels like a hatchback to drive – almost.

Its compact dimensions help. It has a shorter wheelbase than, say, rivals such as the new Honda HR-V and the Citroën Cactus, although it has a slightly longer one than Nissan's Juke.

The CX-3 handles well, too. It's pretty nimble for a neatly sized crossover. You can chuck it around more than you think you would be able to and it feels settled and stable through corners. This certainly makes my daily town commute a little more fun.

However, there is one drawback and that's the steering. It responds well enough to your inputs and is pleasantly light but then, as soon as you start to apply lock when turning in to a corner, it feels disconcertingly vague, and then it weights up again halfway through. It's not just me, either. A few colleagues who have driven the car have felt the need to comment on it to me. It's a shame because it mars the sporty-for-an-SUV driving experience somewhat. I am slowly getting used to it and anticipating when and how to adjust to overcome the issue but it's still a little disappointing, given how engaging the Mazda is to drive the rest of the time.





The only other thing that is annoying me somewhat is the sheer amount of road roar at motorway speeds. The first time I took my partner out in the car, we had to dash around the M25 to get to a helicopter lesson. After five minutes at 70mph, he enquired if I had any earplugs to hand. Now, he may have been over-reacting a little but he's not far wrong. The noise positively booms throughout the cabin and you have to raise your voice a fair bit to talk. I'm

guessing that if there were any rear seat passengers, they would have a hard time conversing normally with the occupants up front.

I have a quick sojourn to northern France to visit relatives shortly so it will be interesting to see how the CX-3's fuel economy behaves. I'll be doing a mixture of steady motorway cruising and some D-road twisty fun once across the Channel, so I'm expecting to get near our True MPG figure of 44.6mpg. I'm currently averaging around 38mpg through purely town driving, so it's achievable.

I will also be able to put the 350-litre boot to the test. It's not the biggest (the Juke just pips it, with 354 litres, and the HR-V has 470 litres) but it is an eminently usable shape. I am going to be bringing back a lot of vino and the odd bit of fromage, so I'm hoping to squeeze this all in, along with our bags, without having to drop the rear seats.

I'll be ferrying around a few people over there, too, so it'll be interesting to see how the rear seat passengers get on, even for short journeys.

melanie.falconer@haymarket.com

Mazda CX-3 2.0 Skyactiv-G 120PS SE-L Nav

Price £19,595 Price as tested £20,135 Economy 38.2mpg Faults None Expenses None Last seen 15.7.15

THE LOG BOOK



Mazda 2

Mileage 3450 Last seen 5.8.15
Mazda's Skyactiv tech is based on lightweight construction, but the 2's front cabin mostly doesn't feel like it has had every ounce ripped out of it. You need to look further back for evidence. In particular, there's not much plastic cladding to be seen on the tailgate and the ease with which you can slam the hatch shut just feels a little (whisper it) cheap. JM



Skoda Fabia

Mileage 2575 Last seen 22.7.15
Every now and again, I lose control of the Skoda's keys for a stretch of time. But what always strikes me most when I get back into the Fabia is its relative comfort and the quiet nature of its cabin. It is so composed and relaxed and adept at dealing with the speed bumps on my drive to and from the office. Even if it is not the most exciting car out of town, it is the perfect commuting tool. TW



Land Rover Defender

Mileage 13,500 Last seen 5.8.15
I've fitted a ladder, which required
drilling two holes in the body. One is
for the lowest step (above). The upper
steps hook over the roof rack, and a
sleeve pushes into the hole you drill,
to locate them. It doesn't tighten
securely, which doesn't matter but
lets the steps swing out if you pull
on them, so I popped a nut inside the
body to hold the steps tight. MP

Bargain new and used motors



Be fashionable, buy a banger

After years of telling us to buy cheap used cars, James Ruppert says it's suddenly become fashionable

he car market can appear confusing sometimes. The other day, I read that everyone is switching to brand-new cars on easy-peasy PCP payments while, at the same time, everyone else is buying more bangers than ever. That's the car buying world according to the car price peeps at Glass's - and they may well be right.

So on the one hand, there are car buyers switching out of bangers into new cars because it's easy, while on the other hand, the banger market, such as it is, is booming. This is unusual. What usually happens is the resultant oversupply of old rubbish either depresses prices or clogs up salvage yards. However, Glass's has the stats to back up its claims. Apparently, the

average auction price for a decade-old car in January 2013 was £725, but in June this year it was £875. So enough new buyers are entering the market to soak up the extra volume, but why?

Now I've been banging on about the supreme good sense of buving used for rather a long time. It is actually 25 years since I gave the practice a name, which disappointingly is not yet in the Oxford English Dictionary. We don't need to look at stats but can just let our eyes drift over the page to the 'Bangernomics best buys' section. There we have the proof that you, dear Autocar reader, have been doing the banger thing as a matter of course for some time, and very successfully, too.

For its part, Glass's cites improving



economic conditions, rising confidence in people to buy and run cars at the entry level and the continuing improvement in the quality of older cars.

"We see many bangers going through auction in excellent condition at very reasonable prices and, for many people, they make extremely sensible purchases," Glass's says. That could be me talking, except I'd not necessarily recommend you buy these sorts of cars

I don't know if Bangernomics now needs a 'best before' date, or we just learn to live with a sudden ECU-related expiry







BANGERNOMICS BEST BUYS



READER'S CAR: HONDA CR-V

Steve Hill has written to me before about the joys of Honda CR-Vs. His wife's Porsche Boxster was supplemented by 'Shelagh' the SUV. "Shelagh has done 162,000 miles and we love her," says Steve. "We paid £1500, she's serviced once a year at our local garage and she's never let us down. She's taken us to the Lakes, Snowdon and Ben Nevis. I'm so happy with Bangernomics that I've just bought a fully loaded Toyota Avensis for £1800. Still got the Porsche – it only did 1000 miles last year because my wife prefers the Honda."

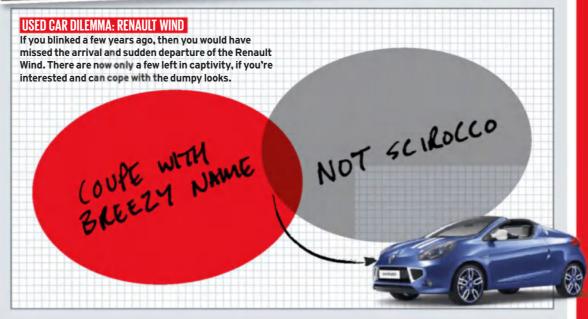
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at auction. You could come a cropper. I think Bangernomics is, finally, a bit fashionably hip right now. Although modern cars are more dependable, they either work or they don't. Once they stop, it's as victims of Silicon Valley syndrome, and it's going to take a costly garage geek to sort it out instead of a cheaper bloke with a hammer. So I don't know if Bangernomics now needs a 'best before' date, or we just learn to live with a sudden ECU-related expiry.

Which brings us back to PCPs. Owning a car before it suddenly expires makes sense. Except that instead of shelling out those first few instalments, buy a late-1990s Japanese car for buttons and begin your Bangernomics journey with pride.



Cockroach Cars from Cars from Just £500

Some cars don't know when to quit. **Nigel Donnelly** picks five robust motors that just keep on going

1

Mercedes-Benz W123 (1976-1984)

For many, the archetypal Mercedes is the W123, its square-edged styling being a common sight across the world. More than 2.5 million were produced in four-door saloon, estate and coupé form. In the UK, it was the tough 200/230 four-cylinder petrol models that dominated sales. The cars were tough but not especially fast, even in six-cylinder form.

Today, the condition of a W123 is more of an indicator of its value than its engine or trim. However, coupés and estates do command a premium. You're unlikely to find anything usable for under £2000 these days while exceptional cars will be ten times that. Expensive, true, but there are few classic cars less likely to leave you stranded.



Volvo 200 Series (1974-1993)

Based on the previous generation 140, the 200 combined a host of innovative safety features with robust mechanicals. The four-pot engines need only minimal service attention and, compared with its contemporaries, the model has proved to be extremely rust resistant.

The 200 remained in production

until 1993, but earlier models, with less electrical kit and no catalytic converters, are the most trouble-free. In terms of usability, the estate version still offers huge space and practicality, and prices reflect that. Scruffy examples may turn up for around £1000 but more cosseted cars can cost upwards of £3000.

Toyota Land Cruiser Amazon (1997-2002)

The Toyota Hi-Lux has a reputation for being difficult to kill, but if you want a degree more comfort with equivalent levels of toughness, it's hard to look past the Toyota Land Cruiser Amazon. This huge, seven-seat off-roader was sold from 1997 with 4.7-litre petrol or 4.2 diesel engines. Both shrug off high mileages without breaking a sweat.

Despite having a charm-free cabin, they are incredibly resistant to depreciation. Back in 1997, when the first ones arrived in the UK, the Amazon was around £5000 cheaper than a P38 Range Rover of equivalent specification. Today, you'll be hard pushed to find one for less than £5000, while you'll struggle to find a P38 Range Rover that's worth that much.







Nissan Micra Mk2 (1992-1997)

The Mk2 Nissan Micra, codenamed K11, replaced the sharp-edged original and, said its designers, was inspired by the friendly looks of the post-war Morris Minor. However, its curvy exterior hid robust mechanicals and a choice of 1.0 or 1.2-litre 16-valve petrol engines, and a no-nonsense grey plastic interior.

Some succumb to rusty sills and floors, but the vast majority soldier on with nothing more than the essential oil changes, which the willing 16v engine demands. Exceptional early cars cost £1000, but more normal survivors without serious faults cost from £500. Nearly all of them have low mileages.

Suzuki Jimny (2002-present day)

The Suzuki Jimny arrived in the UK in 1998 and, to be perfectly honest, never really found favour with road testers. Their loss, since the Jimny is a genuinely capable off-roader which, despite its tiny but hard-working 1300cc engine and Tonka Toy dimensions, climbs like a goat and leaves more impressive – and expensive – machinery embarrassed.

The version under consideration here

was as tough as they come. If you browse examples in the classifieds you'll find a surprising number have been converted into proper mud pluggers with raised ride heights, snorkels and chunky tyres. They hold their value extremely well, too. Even 15-year-old cars cost £1000. However, sneaking beyond this figure to around £1500 gets you much more choice and fewer project cars in uncertain condition.



NEW CARS

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Autocar's star ratings explained

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|--------------|---|
| *** | |
| **** | , p |
| **** | accepted class boundaries. Poor. Within acceptable |
| | class boundaries in a few areas. Still not recommendable. |
| **** | Off the pace. Below average in nearly all areas. |
| **** | • |
| **** | • • |
| | Outstanding in none. |
| | Good. Competitive in key areas. |
| **** | Very good. Very competitive |
| | in key areas, competitive in |
| | secondary respects. |
| **** | |
| | leading in key areas, and in some ways outstanding. |
| **** | , |
| **** | Brilliant, unsurpassed. All but flawless. |



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

| Make and Mod Price Bhp CO _{2 g} /km Insurance grou | | | | CO ₂ g/km Insurance grou | Make and Mode | | | | | 튭 | CO ₂ g/km Insurance grou |
|---|--|--------------------------------------|--------------------------|--|---|--------------------------------------|--|---|----------------------------|-------------------|--|
| ABARTH 500 3dr hatch Good value hot hatch. In Esseesse trim | VANTAGE ROADSTER 2dr of the Vantage's relaxed nature | pen Dr ★★★ | | suits | 1.2 TFSI 110 Sport 1.2 TFSI 110 S line | £20635 £22745 | 108 117 1 | | | | 141 26 141 26 |
| it's great fun to drive ★★★☆☆ | 4.7 V8 | £98995 | 420 | | 1.4 TFSI 125 SE | £20535 | 123 122 1 | 18 3.0 TFSI 333 quattro S4 | £40910 | 328 | 180 36 |
| 1.4 T-Jet £14205 133 155 26 | 4.7 V8 S | £110700 | 430 | 299 - | 1.4 TFSI 150 SE ACT | £21385 | 148 112 2 | 23 4.2 V8 RS4 | | | 249 41 |
| 500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car ★★★☆ | 5.9 V12 S E DB9 VOLANTE 2dr open Fai | E150000 celift a hi | | | 1.4 TFSI 150 Sport ACT | £22785 £24935 | | | | | 116 23 116 23 |
| | | * * * | | veinene | 1.4 TFSI 150 e-tron | £35340 | 201 37 2 | | | | 114 27 |
| PUNTO EVO 3dr hatch Scorpion-badged Punto is | 5.9 V12 | £141995 | | | 1.8 TFSI 180 quattro Sport | £27450 | 178 149 2 | | | | 114 27 |
| fun, but not the most focused hot hatch ★★★☆☆ | DB9 2dr coupé Enchanting loo | | | юрру. | 1.6 TDI 110 ultra SE | £21485 | | | | | 126 27 |
| 1.4 Turbo M'Air £16857 161 142 30 | | ★ ★ ★ £131995 | | 333 - | 1.6 TDI 110 ultra SE Technik 1.6 TDI 110 Sport | £22235 £22885 | | | | | 126 28 139 27 |
| ALFA ROMEO | VANQUISH 2dr coupé A Britis | | | | 1.6 TDI 110 S line | £25035 | 108 107 | | | | 139 27 |
| MITO 3dr hatch Classy, well equipped and cheap. No | | *** | | | 2.0 TDI 150 SE Technik | £23585 | | | | | 139 27 |
| dynamic benchmark ★★★☆ | 5.9 V12 | £189995 | 565 | 335 - | 2.0 TDI 184 Sport 2.0 TDI 184 quattro Sport | £25505 | | 27 2.0 TDI 177 quattro Black Edit 26 3.0 TDI 245 quattro Black Edit | | | 139 28 |
| 0.9 TB TwinAir 105 Distinctive £16160 103 98 13 0.9 TB TwinAir 105 OV Line £16910 103 98 13 | AUDI | | | | 2.0 TDI 184 S line | £28415 £27655 | 175 127 2 175 114 2 | | | | |
| | A1 3dr hatch Audi's answer to the | he Mini. F | un and | refined | A3 CABRIOLET 2dr open | | | but ★★★☆☆ | ggcu ini | | , |
| 1.4 140 M'air TCT OV Line £18460 138 124 20 | ★★★★ ☆ | | | | the usual sacrifices make it fun f | | | | £34515 | | |
| | | E16730 E18725 | | | 1.4 TFSI 150 S line | | 148 118 2 148 116 2 | | £32680 £38265 | | |
| 1.3 JTDm-2 85 Distinctive £16745 94 90 11 1.6 JTDm-2 120 D'tive S-S £17910 118 114 19 | | E19520 | | | 1.4 TFSI 150 SE 1.4 TFSI 150 Sport | £26125 £27525 | 148 116 2 | | | | |
| 1.6 JTDm-2 120 OV Line £18660 118 114 20 | | £25420 | | | 1.8 TFSI 180 S line Au | £32895 | 178 133 2 | | *** | | |
| GIULIETTA 5dr hatch Stylish, rewarding family | 1.6 TDI 116 SE | £15430 | 114 | 92 19 | 1.8 TFSI 180 Sport Au | £30745 | 178 133 2 | 29 1.8 TFSI 170 Black Edition | £32615 | 168 | 136 27 |
| hatch. A new era for Alfa | | | | | 2.0 TDI 150 S line | £31125 | 148 115 2 | | | | 136 27 |
| | 1.6 TDI 116 S line A1 5dr sportback Rear doors a | E 19400 dd conve | | | 2.0 TDI 150 SE 2.0 TDI 150 Sport | £27575 £28975 | 148 113 2 | | | | 117 23 117 24 |
| | | uu conve ★★★ | | co dii | 1.8 TFSI 180 Sport | £29265 | 178 140 2 | | | | 109 23 |
| 1.4 TB 120 Distinctive £19700 118 149 16 | 1.4 TFSI 125 Sport | £17350 | 123 | | 1.8 TFSI 180 quattro Sport | £32225 | 178 154 2 | 29 2.0 TDI 136 ultra SE Technik | £31385 | 138 | 109 24 |
| 1.4 TB Mult'ir 170 Distinctive £21200 168 134 23 | 1.4 TFSI 125 S line | | | | 1.8 TFSI 180 S line | £31415 | 178 140 3 | 31 2.0 TDI 150 | | | 127 24 |
| | | £20140 | | | 1.8 TFSI 180 quattro S line | £34415 | 178 157 3 | | | | 131 24 127 24 |
| | | E26155 E16050 | | | 2.0 TFSI 300 quattro S3 1.6 TDI 110 SE | £39245 £26225 | | | | | 127 23 |
| | | £18025 | | | 1.6 TDI 110 Sport | £27625 | | | | | 127 23 |
| 1.6 JDTM 105 Progression £19500 103 114 16 | 1.6 TDI 116 S line | E20020 | | 93 19 | 1.6 TDI 110 S line | £29775 | 108 112 2 | 20 2.0 TDI 177 Black Edition | £34885 | 175 | 120 28 |
| | A3 3dr hatch Classy interior, st | | | nd good | 2.0 TDI 184 Sport | £30245 | | 30 2.0 TDI 177 quattro Black Edit | | | 134 28 |
| | engines. Second only to the Golf 1.2 TFSI 110 SE | * * * £18615 | | 117 17 | 2.0 TDI 184 S line 2.0 TDI 184 quattro S line | £32395 £35435 | | | | | 134 28 134 27 |
| | | E21615 | | | 2.0 TDI 184 quattro Sport | | 181 132 3 | | | | 134 27 |
| | | £29945 | | 129 26 | A4 4dr saloon Highly compete | | | | | 175 | 120 28 |
| | | £27795 | | | leaves the dynamic finesse to its | | | 2.0 TFSI 225 quattro Black Edi | | | 164 33 |
| but the best current Alfa by miles ** * * * * | | E27035 E24885 | | | 2.0 TDI 150 Black Edition 2.0 TDI 150 S line | | | | | | 159 33 152 33 |
| 1.75T £51500 237 159 50 | | E30980 | | | 2.0 TDI 150 SE | £28855 | 148 119 2 148 127 2 | | | | 159 33 |
| ALPINA | | E20015 | | | 2.0 TDI 150 SE Technik | £30275 | 148 127 2 | | | | 129 30 |
| B3 2dr coupé Rapid, usable and cheaper alternative to | | E22125 | | | 2.0 TDI 177 SE Technik | £29620 | 175 120 2 | | | | 164 35 |
| | | £19915 | | | 2.0 TFSI 225 quattro Black Edi | | 222 155 3 | | | | 184 41 |
| 3.0 S Biturbo £51350 394 224 - B3 4dr saloon Rapid, usable and cheaper alternative to | | E21315 E23465 | | | 2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE | £34500 £31645 | 222 155 3 222 155 3 | | | | 136 26 136 26 |
| | | E20765 | | | 2.0 TFSI 225 quattro SE Techni | | 222 155 3 | | | | 136 27 |
| 3.0 S Biturbo £50350 394 224 - | 1.4 TFSI 150 Sport ACT | E22165 | 148 | 109 23 | 1.8 TFSI 120 SE | £24385 | 118 151 1 | 19 3.0 TFSI 333 quattro S5 | | | 184 40 |
| B3 CONVERTIBLE 2dr open Rapid, usable, cheaper | | £24315 | | | 1.8 TFSI 120 SE Technik | £25685 | | | | | 120 27 |
| | | E23905 E26830 | | | 1.8 TFSI 120 S line 1.8 TFSI 120 Black Edition | £27240 £28015 | 118 151 2 | | | | 120 27 120 28 |
| B3 TOURING 5dr estate Rapid, usable and cheaper | | £26055 | | | 1.8 TFSI 170 SE | £26000 | 168 134 2 | | | | 129 30 |
| alternative to an M3. ★★★☆ | 1.8 TFSI 180 quattro S line | £29055 | | | 1.8 TFSI 170 SE Technik | £27420 | 168 134 2 | 24 3.0 TDI 245 quattro S line | £41090 | 242 | 159 34 |
| | | £20865 | | | 1.8 TFSI 170 S line | £28855 | 168 134 2 | | | | |
| B5 4dr saloon Huge pace, but let down by uninvolving dynamics ★★☆☆ | | E22265 E24415 | | | 1.8 TFSI 170 Black Edition 3.0 V6 333 S4 | £29630 £39610 | 168 134 2 328 178 3 | | ★★★ £32865 | | |
| | | E22215 | | | 3.0 V6 333 S4 Black Edition | £40685 | 328 178 3 | | | | 134 27 |
| B5 Biturbo £71950 500 252 - | 2.0 TDI 150 SE Technik | £22965 | 148 | 108 23 | 2.0 TDIe 136 SE Technik | £28600 | 134 112 2 | 23 2.0 TFSI 225 quattro Black Edi | £37575 | 222 | 161 34 |
| B5 TOURING 5dr estate Huge pace, but let down by | | £23615 | | | 2.0 TDIe 136 SE | £27600 | 134 112 2 | | | | 157 33 |
| uninvolving dynamics ★★★☆☆ B5 Biturbo £71950 500 255 - | 2.0 TDI 150 S line A3 4dr saloon All the A3's stand | | | | 2.0 TDI 163 Ultra SE 2.0 TDI 163 Ultra SE Technik | £28320 £29740 | | | | | 149 33 134 27 |
| B5 Biturbo £71950 500 255 - B7 4dr saloon Makes sense on an autobahn but not for | | oaro attri ★★★ | | 11 0 | 2.0 TDI 163 Ultra SE Technik 2.0 TDI 177 S line | £31175 | 175 120 2 | | | | 184 41 |
| the UK ★★★☆☆ | 1.4 TFSI 150 ACT Sport | £23335 | 148 | | 2.0 TDI 177 Black Edition | £31950 | 175 120 2 | 28 3.0 TFSI 333 S5 Black Edition | £44865 | 328 | 184 42 |
| | 1.6 TDI 110 S line | £25585 | | 106 18 | 2.0 TDI quattro 177 SE | £29880 | 175 134 2 | 27 4.2 V8 RS5 | | | 246 45 |
| | | £30225 | | | 2.0 TDI quattro 177 SE Technik | | | | | | 109 28 |
| D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine ★★★☆ | | £28000 £25075 | | | 2.0 TDI quattro 177 S line 2.0 TDI quattro 177 Black Edit | £32735 £33510 | 175 134 2 | | | | 120 28 120 29 |
| 3.0D Biturbo £46950 345 139 50 | | | | | 3.0 TDI quattro 245 SE | | | | £35135 | | |
| D5 4dr saloon Rapid, usable and cheaper alternative to | 2.0 TDI 150 Sport | £24785 | 148 | 107 23 | 3.0 TDI quattro 245 S line | £38215 | 237 149 3 | 33 2.0 TDI 177 quattro SE | £33125 | 175 | 134 28 |
| an M5 ★★★★☆ | 1.4 TFSI 150 ACT S line | £25485 | 148 | 112 24 | 3.0 TDI quattro 245 Black Edit | £38990 | 237 149 3 | 34 2.0 TDI 177 quattro S line | £35715 | 175 | 134 28 |
| | | | | | | | | ty 2.0 TDI 177 quattro Black Edit | £36790 | 175 | 134 29 |
| XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable ★★★★ | 1.6 TDI 110 Sport 2.0 TDI 150 S line | £23435 £26935 | 148 | 104 17 | laden; leaves dynamic finesse to 1.8 TFSI 170 SE Technik | | | 3.0 TDI 204 S line 24 3.0 TDI 204 Black Edition | £37660 £38735 | 201 | 129 30 |
| | | | | | 2.0 TDI 150 Black Edition | | | | £41340 | | |
| | 2.0 TDI 184 S line | £28205 | 181 | 114 28 | 2.0 TDI 150 S line | £31530 | 148 124 2 | 23 3.0 TDI 245 quattro Black Ed' | £42260 | 242 | 162 35 |
| ARIEL | 2.0 TDI 184 quattro Sport | £28965 | 181 | 127 26 | 2.0 TDI 150 SE | £30155 | 148 129 2 | 23 A5 CABRIOLET 2dr open A | ppealing. I | Lower | r- |
| ATOM Odr open Superbike fast track mentalism. As | | | | | 2.0 TDI 150 SE Technik | | 148 130 2 175 126 2 | | | | |
| exhilarating as cars get | A3 5dr sportback Classy interi good engines. Second only to the G | | | | 2.0 IVI II I SE IECHNIK 2 O TESI 225 quattro Riack Edi | £30920 | 222 150 2 | | £35570 £36695 | 168 | 143 29 |
| 300 £34319 300 | | | | | 2.0 TFSI 225 quattro S line | £35800 | 222 159 3 | 33 2.0 TDI 150 S line | £37515 | 148 | 129 27 |
| | 1.4 TFSI 125 Sport | E21935 | 123 | 122 19 | 2.0 TFSI 225 quattro SE | £32945 | 222 159 3 | 32 2.0 TDI 150 S line Special Edi | £38520 | 148 | 132 27 |
| | 1.8 TFSI 180 quattro S line | £29675 | 178 | 153 28 | 2.0 TFSI 225 quattro SE Techni | £34245 | 222 159 3 | 33 2.0 TDI 150 SE | £34265 | 148 | 123 27 |
| | 1.8 TFSI 180 S line 1.8 TFSI 180 Sport | E26675 | 178 | 135 27 | 3.0 TDI 245 quattro S line | | | | £38950 | | |
| cal, but just as charming ★★★☆ 5.9 V12 S £149995 550 355 - | | £24525 | 1/8 | 135 26 | 3.0 TDI 245 quattro SE | £30695 | 231 154 3 328 180 3 | 33 2.0 TFSI 225 quattro S line 36 2.0 TFSI 225 quattro S line Sp | £41980 £42870 | 222 | 175 27 |
| | | 526382 | | 10/61 | | ∠¬1703 | | 20 F'A 11 31 FF3 ANGITIO 3 IIIIG 20 | | | |
| | 2.0 TDI 150 S line | | | | | | | | £38615 | 227 | 160 37 |
| VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston ★★★☆ | 2.0 TDI 150 S line 2.0 TDI 150 SE 2.0 TDI 150 Sport | E22835 E24235 | 148 | 108 21 108 21 | 1.8 TFSI 120 SE 1.8 TFSI 120 SE Technik | £25685 £26985 | 118 154 1 118 154 1 | 19 2.0 TFSI 225 quattro SE 19 2.0 TFSI 225 S line | £38615 £38860 | 222 | 152 36 |
| VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston ★★★☆ | 2.0 TDI 150 S line 2.0 TDI 150 SE 2.0 TDI 150 Sport | E22835 E24235 E30565 | 148 148 175 | 108 21 108 21 129 26 | 1.8 TFSI 120 SE 1.8 TFSI 120 SE Technik 1.8 TFSI 120 S line | £25685 £26985 £28540 | 118 154 1 118 154 1 118 154 2 | 19 2.0 TFSI 225 quattro SE 19 2.0 TFSI 225 S line 20 2.0 TFSI 225 S line Special Ed | £38860 £39830 | 222 222 | 152 36 157 36 |
| VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston ★★★☆ | 2.0 TDI 150 S line 2.0 TDI 150 SE 2.0 TDI 150 SE 2.0 TDI 150 Sport 2.0 TDI 184 quattro S line 2.0 TFSI 300 quattro S3 150 SE 2.0 TFSI 300 Quattro S5 150 SE | E22835 E24235 E30565 E31600 | 148 148 175 296 | 108 21 108 21 129 26 162 36 | 1.8 TFSI 120 SE 1.8 TFSI 120 SE Technik | £25685 £26985 £28540 £29315 | 118 154 1 118 154 1 118 154 2 118 154 2 | 19 2.0 TFSI 225 quattro SE 19 2.0 TFSI 225 S line 20 2.0 TFSI 225 S line Special Ed | £38860 £39830 £35575 | 222 222 222 | 152 36 157 36 144 35 |



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|---|--|--|--|
| 3.0 TDI 245 quattro \$ line \$pe | | FLYING SPUR 4dr saloon Superb inside. As it should be ★★★☆ | 220d xDrive M Sport £32055 2 SERIES GRAN TOURER 5dr mpv |
| 3.0 TFSI 333 S5 £47035 328 189 | 2 2.5 TFSI 340 quattro RS £45540 335 203 37 | 4.0 V8 £136000 500 254 50 | MPV worthy - but expensive. And weird 🖈 🖈 |
| 4.2 V8 RS5 £69555 444 249 2.0 TDI 177 SE £34575 175 127 | | 6.0 W12 £140900 616 343 50 6.0 W12 Mulliner £150220 616 343 50 | 218i SE £24175 218i Sport £25425 |
| 2.0 TDI 177 S line £37825 175 127 | 0 2.0 TDI 150 S line £29470 148 122 21 | | 218i Luxury £26175 |
| 3.0 TDI 204 S line £41555 201 138 3.0 TDI 245 quattro S line £45220 242 167 | | 1 SERIES 3dr hatch Measures up on space and | 218i M Sport £27175 220i Sport £27490 |
| A6 4dr saloon The best sprung Audi saloon, and one | of 2.0 TDI 184 quattro SE £29280 181 139 24 | comfort now. Still no 3 Series ★★★☆ | 220i Luxury £28240 |
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| 3.0 BiTDI 320 quattro \$ line £48990 316 159 | 3 Q5 5dr 4x4 Exceptionally good handling for an SUV, but | 118i M Sport £23075 168 133 19 | 216d Sport £26360 |
| 3.0 TDI 218 Black Edition £43135 215 127 3.0 TDI 218 quattro Black Edn £44895 215 138 | | 120i Sport £23295 134 136 21 120i M Sport £24995 134 139 22 | 216d Luxury £27110 216d M Sport £28110 |
| 3.0 TDI 218 quattro S line £42720 215 133 | 9 2.0 TFSI 180 quattro SE £31370 178 174 28 | 125i M Sport £26375 215 157 28 | 218d SE £26255 |
| 3.0 TDI 218 quattro SE £40195 215 133 3.0 TDI 272 quattro Black Edn £46455 268 138 | | M135i £31200 315 188 37 116d SE £21180 114 94 15 | 218d Sport £27505 218d Luxury £28255 |
| 4.0 TFSI 450 S6 £56545 429 214 2.0 TDI 190 Ultra SE £32295 187 113 | | 116d ED Plus £22030 114 89 15 116d Sport £22180 114 103 15 | 218d M Sport £29255 220d xDrive Sport £32005 |
| 2.0 TDI 190 Ultra S line £34820 187 114 | | 116d M Sport £23880 114 106 16 | 220d xDrive Sport £32005 220d xDrive Luxury £32755 |
| 2.0 TDI 190 Ultra Black Edtn £36995 187 119 3.0 TDI 218 SE £38435 215 122 | | 118d SE £22325 148 104 19 118d Sport £23325 148 109 19 | 220d xDrive M Sport £33885 3 SERIES 4dr saloon A new standard. A |
| 3.0 TDI 218 S line £40960 215 122 | | 118d M Sport £25025 148 114 20 | in every regard *** |
| 3.0 TDI 272 quattro SE £41755 268 133 3.0 TDI 272 quattro S line £44280 268 133 | | 120d Sport £24775 187 114 24 120d M Sport £26475 187 118 25 | 320d Efficient Dynamics Busines £30175 320d xDrive SE £30975 |
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| A6 AVANT 5dr estate A capable stress buster; Bi a giant killer ★★★☆ | Di 3.0 TDI 245 quattro S line £40770 241 169 34 3.0 TDI 245 q'ttro S line Plus £43270 241 169 34 | 1 SERIES 5dr hatch Measures up on space and comfort now. Still no 3 Series ★★★☆ | 325d M Sport £33705 325d SE £31275 |
| 3.0 BiTDI 320 quattro Black Ed £53330 316 169 | 4 3.0 BiTDI 313 S05 £44785 309 174 41 | 118i SE £20775 168 125 18 | 335d xDrive Luxury £41720 |
| 3.0 BiTDI 320 quattro \$ line £51040 316 164 3.0 TDI 218 Black Edition £45185 215 130 | | 118i Sport £21775 168 129 18 118i M Sport £23605 168 133 19 | 335d xDrive M Sport £41520 ActiveHybrid 3 Luxury £43900 |
| 3.0 TDI 218 quattro Black Edn £46960 215 144 | 0 3.0 TDI 204 S line Plus £51155 201 189 37 | 120i Sport £23825 134 136 21 | ActiveHybrid 3 M Sport £43700 |
| 3.0 TDI 218 quattro S line £44770 215 138 3.0 TDI 218 quattro SE £42245 215 138 | | 120i M Sport £25525 134 139 22 125i M Sport £26905 215 157 28 | ActiveHybrid 3 SE £41385 316i ES £24255 |
| 3.0 TDI 272 quattro Black Edn £48520 268 144 | 2 3.0 TDI 245 S Line Style Editi £54085 237 195 41 | M135i £31730 315 188 37 | 316i SE £25105 |
| 4.0 TFSI 560 RS6 £78790 552 223 4.0 TFSI 450 S6 £58545 429 219 | | 116d SE £21710 114 94 15 116d ED Plus £22560 114 89 15 | 316i Sport £25405 320i SE £27270 |
| 2.0 TDI 190 Ultra SE £34345 187 118 | 2 4.2 TDI 340 S Line Style Editi £63720 335 242 47 | 116d Sport £22710 114 103 15 | 320i Sport £27570 |
| 2.0 TDI 190 Ultra S line £36870 187 119 2.0 TDI 190 Ultra Black Edtn £39045 187 124 | | 116d M Sport £24410 114 106 16 118d SE £22855 148 104 19 | 320i Luxury £29805 320i M Sport £29605 |
| 3.0 TDI 218 SE £40485 215 125 | 4 3.0 TDI 245 S line £48085 237 195 40 | 118d Sport £23855 148 109 19 | 320i xDrive SE £28805 |
| 3.0 TDI 218 S line £43010 215 125 3.0 TDI 272 quattro SE £43805 268 138 | | 118d M Sport £25555 148 114 20 120d Sport £25305 187 114 24 | 320i xDrive Sport £29105 320i xDrive Luxury £31305 |
| 3.0 TDI 272 quattro S line £46330 268 138 | 2 now an equal to the obvious prestige ★★★☆ | 120d M Sport £27005 187 118 25 | 320i xDrive M Sport £31105 |
| 3.0 BiTDI 320 quattro SE £48515 316 164 A6 ALLROAD 5dr estate Rugged 4x4 A6. Even n | | 120d xDrive M Sport £30055 187 124 24 120d xDrive Sport £28355 187 119 24 | 328i SE £30470 328i Sport £30770 |
| pricey ★★★☆ 3.0 TDI 218 quattro £45755 215 149 | 2.0 TFSI S line £32465 228 141 35 9 2.0 TFSI S line quattro £35410 228 153 38 | 125d M Sport £30330 221 121 30 2 SERIES 2dr coupé A proper compact coupé now. | 328i Luxury £33005 328i M Sport £32805 |
| 3.0 TDI 218 quattro Sport £49455 215 149 | | M235i is one of the best BMWs period *** | 335i Luxury £38465 |
| 3.0 TDI 272 quattro £47315 268 149 3.0 TDI 272 quattro Sport £51015 268 149 | | 225d M Sport £32120 215 125 33 220i Sport £26195 215 146 25 | 335i M Sport £38265 M3 £56595 |
| 3.0 BiTDI 320 quattro £52125 316 172 | 4 TT ROADSTER 2dr open Takes the edge off the TT's | 220i M Sport £27545 215 149 26 | 316d ES £26275 |
| 3.0 BiTDI 320 quattro Sport £55825 316 172 A7 SPORTBACK 5dr hatch A good mix of luxury | 3 fine looks - but still hugely competent ★★★☆ 2.0 TDI ultra 184 S line £34545 181 114 36 | 228i M Sport £28410 242 155 30 M235i £34540 326 189 39 | 316d SE £27125 316d Sport £27425 |
| practicality and driver reward ★★★☆ | 2.0 TDI ultra 184 Sport £31995 181 114 35 | 218d SE £24415 141 119 20 | 318d SE £28375 |
| 3.0 TFSI 333 quattro S line £53045 328 182 3.0 TFSI 333 quattro Black Edi £55395 328 182 | | 218d Sport £25415 141 119 20 218d M Sport £26765 141 123 21 | 318d Sport £28675 318d Luxury £30875 |
| 3.0 TDI 218 Ultra SE Exec £45915 215 124 3.0 TDI 218 Ultra S line £48705 215 128 | | 220d Sport £27015 181 112 26 220d M Sport £28365 181 115 27 | 318d M Sport £30675 320d Efficient Dynamics £29475 |
| 3.0 TDI 218 quattro SE Executi £47670 215 138 | 1 2.0 TFSI 310 TTS £41130 306 173 43 | 2 SERIES 2dr open Doesn't quite replicate the | 320d SE £29475 |
| 3.0 TDI 218 quattro S line £50480 215 142 3.0 TDI 218 quattro Black Edit £52830 215 142 | | coupe's verve, but still good * * * * * * 220d M Sport £31315 181 124 27 | 320d Sport £29775 320d Luxury £31975 |
| 3.0 TDI 272 quattro SE Executi £50255 268 138 | 3 4.2 FSI 430 V8 £93785 424 332 50 | 220d Sport £29965 181 121 27 | 320d M Sport £31775 |
| 3.0 TDI 272 quattro S line £53060 268 142 3.0 TDI 272 quattro Black Edit £55410 268 142 | | 220i M Sport £30530 215 161 29 220i Sport £29180 215 157 28 | 320d xDrive Sport £31275 320d xDrive Luxury £33475 |
| 3.0 BiTDI 320 quattro S line £56730 316 167 | 5 R8 SPYDER 2dr open Great noise, and loses little of | 228i M Sport £31550 242 163 33 | 320d xDrive M Sport £33275 |
| 3.0 BiTDI 320 quattro Black Ed £59080 316 167 A8 4dr saloon Stylish, comfortable and solid. A | 5 the coupe's poise | M235i £37715 326 199 40 220i Luxury £30180 215 161 28 | 330d SE £34675 330d Luxury £37305 |
| convincing exec saloon $\star \star \star \star \star \Leftrightarrow$ | 5.2 FSI 525 V10 £123535 518 349 50 | 220d Luxury £30965 181 124 27 | 330d M Sport £37105 |
| 3.0 TDI 258 quattro SE Exec £62185 247 155 2.0 TFSI 245 Hybrid £64280 208 144 | | 2 SERIES ACTIVE TOURER 5dr mpv BMW's front-drive hatch is a proper contender ★ ★ ★ ★ | 330d xDrive SE £36305 330d xDrive Luxury £38805 |
| 2.0 TFSI 245 Hybrid L £68285 208 148 | 3 MONO 2dr open An F-22 Raptor for the road. Only | 220i M Sport £27540 189 142 20 | 330d xDrive M Sport £38605 |
| 3.0 TFSI 310 quattro SE Exec £64290 309 183 3.0 TFSI 310 quattro Sport Exe £67890 308 183 | | 218i SE £22475 134 115 13 218i Sport £23725 134 115 13 | 3 SERIES 5dr touring More of the same wow factor, but still as good as it gets ★★ |
| 4.0 TFSI 435 quattro SE Exec L £76160 429 216 | 9 | 218i Luxury £24475 134 115 14 | 316i ES £25570 |
| 4.0 TFSI 435 quattro Sport Exe £79760 429 216 4.0 TFSI 520 S8 £80735 513 216 | | 218i M Sport £25475 134 120 14 220i Sport £25775 189 137 20 | 316i SE £26420 316i Sport £26720 |
| 6.3 W12 500 quattro L £97920 493 254 | 0 V8-inspired reboot ★★★☆ | 220i Luxury £26525 189 137 20 | 320d EfficientDynamics £30775 |
| 3.0 TDI 258 quattro SE £59580 254 155 3.0 TDI 258 quattro SE L £63545 254 158 | 6 4.0 V8 £123850 500 246 50 | 225i xDrive Luxury £31175 227 148 23 225i xDrive M Sport £32210 227 152 24 | 320d EfficientDynamics Busines£31475 320d Sport £31075 |
| 3.0 TDI 258 quattro SE Exec L £66150 247 158 3.0 TDI 258 quattro Sport Exec £65785 254 155 | 6 4.0 V8 S £139000 521 246 50 | 216d SE £23410 114 99 11 | 320d xDrive SE £32405 320i SE £28570 |
| | | 216d M Sport £26410 114 104 12 | 320i xDrive Luxury £32605 |
| 3.0 TDI 258 quattro Sport Ex L £69750 254 158 | | 218d SE £24555 148 109 15 | 320i xDrive M Sport £32405 |
| 3.0 TDI 258 quattro Sport Ex L £69750 254 158 4.2 TDI 385 quattro SE Exec £72835 380 189 | 0 brilliant Audi V8-inspired reboot ★★★☆ | | |
| 3.0 TDI 258 quattro Sport Ex L £69750 254 158 4.2 TDI 385 quattro SE Exec £72835 380 189 4.2 TDI 385 quattro SE Ex L £76800 346 190 4.2 TDI 385 quattro Sport Exec £76390 380 194 | 0 brilliant Audi V8-inspired reboot ★★★☆ 0 4.0 V8 £136250 500 254 50 0 4.0 V8 \$£152900 521 254 50 | 218d Sport £25805 148 109 16 218d Luxury £26555 148 109 16 | 320i xDrive SE £30105 320i xDrive Sport £30405 |
| 3.0 TDI 258 quattro Sport Ex L 69750 254 158 4.2 TDI 385 quattro SE Exe F7835 380 189 4.2 TDI 385 quattro SE Ex L 576800 346 190 4.2 TDI 385 quattro Sport Ex C 57639 380 194 4.2 TDI 385 quattro Sport Ex L 80355 380 197 | 0 brilliant Audi V8-inspired reboot | 218d Sport £25805 148 109 16 218d Luxury £26555 148 109 16 218d M Sport £27555 148 114 16 | 320i xDrive SE £30105 320i xDrive Sport £30405 325d Luxury £35205 |
| 3.0 TD/258 quattro Sport Ext. £69750 254 158 4.2 TD/385 quattro SE Exe. £72835 380 189 4.2 TD/385 quattro SE Ext. £76800 346 190 4.2 TD/385 quattro Sport Ext. £60355 380 197 4.2 TD/385 quattro Sport Ext. £60355 380 197 Q3 5dr 4x4 Typically refined and competent, but few more A3 than SUV | 0 brillant Audi V8-inspired reboot ★★★★☆ 0 4.0 V8 \$136250 500 254 50 0 4.0 V8 \$152900 521 254 50 0 6.0 WIZ Speed \$167900 616 347 50 WULSANNE 4dr saloon Effortless and graceful. Great driving position ★★★☆☆ | 218d Sport £25805 148 109 16 218d Luxury £26555 148 109 16 218d M Sport £27555 148 114 16 220d Sport £27255 187 115 21 220d Luxury £28005 187 115 21 | 320i xDrive SE £30105 320i xDrive Sport £30405 325d Luxury £35205 325d M Sport £35005 325d SE £32705 |
| 3.0 Til 258 quattro Sport Ex L 669750 254 158 4.2 Til 385 quattro SE Exe E £72835 380 189 4.2 Til 385 quattro SE Ext £76800 346 190 4.2 Til 385 quattro Sport Ex L £76800 380 194 4.2 Til 385 quattro Sport Ex L £80355 380 197 0.3 5df 4x4 Typically refined and competent, but fee | 0 brilliant Audi V8-inspired reboot ★★★★☆ 0 4.0 V8 £136250 500 254 50 0 6.0 W12 Speed £167900 616 347 50 0 MULSANNE 4dr saloon Effortless and graceful. 6reat driving position ★★★☆ 9 6.75 V8 £224700 506 393 - | 218d Sport £25805 148 109 16 218d Luxury £26555 148 109 16 218d M Sport £27555 148 114 16 220d Sport £27255 187 115 21 | 320i xDrive SE £30105 320i xDrive Sport £30405 325d Luxury £35205 325d M Sport £35005 |

| | AUTOCAR TOP Compact ex | |
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|--|------------------|------------------------|-----------------|--|------------------|-----------------------------|-----------------|--|---|---|---------------|--|--|--|---|--------------------------|--|
| 335d xDrive Luxury | | 309 151 · | | 420d xDrive M Sport | £36995 | | | | £35165 181 124 3 | 1.1 2 | | | EATERHAM | E M O E | C5 4dr saloon Spacious and | _ | |
| 335d xDrive M Sport 335i Luxury | | 309 151 - 302 192 | | 425d SE 425d Sport | £35430 £36930 | 215 131 215 136 | | 525d SE 525d Luxury | £36980 215 129 3 £39910 215 134 4 | and practical body | *** | | SEVEN 2dr open Pound for compelling way to spend five fig | | interesting Mondeo rival 1.6 HDi 115 VTR | ★★★ £21670 | ☆☆ 107 125 20 |
| 335i M Sport | £39565 | 302 192 | 38 | 425d Luxury | £37930 | 215 136 | 34 | 525d M Sport | £39910 215 139 4 | xDrive20d SE | £33295 | 181 142 30 | 0.7 160 | £14995 80 114 - | 1.6 e-HDi 115 ETG6 VTR+ | £23370 | 109 117 22 |
| 320i Sport 320i Luxury | | 181 150 181 153 | | 425d M Sport 430d Luxury | £38430 £40445 | 215 136 255 134 | | 530d SE 530d M Sport | £41455 241 134 4 £44270 241 144 4 | | | 181 142 31 181 142 30 | 1.6 270 2.0 360 | £19995 140 £23995 175 | 2.0 HDi 160 VTR+ 2.0 HDi 160 Excl. | | 161 129 28 161 129 25 |
| 320i M Sport | £30905 | 181 153 | 31 | 430d xDrive Luxury | £41960 | 255 142 | 40 | 535d Luxury | £48920 308 143 4 | xDrive30d SE | £40095 | 255 156 39 | 2.0 420 | £26995 210 | C5 5dr estate Spacious and | comfy. An et | ffective and |
| 328i Luxury 328i M Sport | | 242 162 : 242 162 : | | 430d xDrive M Sport 435d xDrive Luxury | £42460 £45245 | 255 142 308 147 | | 535d M Sport 5 SERIES TOURING 5dr es | £48920 308 148 4 state Great overall | xDrive30d M Sport xDrive30d xLine | | 255 156 40 255 156 40 | 2.0 620R | £50000 311 | interesting Mondeo rival 1.6 HDi 115 VTR | ★★★ £22770 | 113 125 20 |
| 316d ES 316d SE | | 114 116 : 114 116 : | | 435d xDrive M Sport 4 SERIES 2dr open A quality | £45745 | 308 147 | | package. 520d the best 518d M Sport | ★★★★☆ £35865 141 127 3 | xDrive35d M Sport X4 5dr 4x4 A downsized X6. I | | 308 157 43 enough but | CHEVROLET CORVETTE 2dr coupé Lef | t-hand drive heavy hitter | 1.6 e-HDi 115 ETG6 VTR+ 2.0 HDi 160 VTR+ | | 107 117 22 161 133 28 |
| 316d Sport | £28725 | 114 116 | 20 | some of the verve has gone with | the roof | *** | ☆ | 530d Luxury | £46470 241 144 4 | the cheaper X3 is a better option | n ★★★: | ★☆ | Serious engine for the money | ★★★★☆ | 2.0 HDi 160 Excl. | £26780 | 161 133 25 |
| 318d SE 318d Sport | | 141 124 : 141 124 : | | 420d Luxury 420d M Sport | £39880 £40380 | 181 137 181 137 | | | £51120 308 149 4 £46945 302 179 4 | | | 187 142 31 187 142 31 | 6.2 V8 6.2 V8 Convertible | £69810 460 279 50 £74410 460 283 50 | DS3 3dr hatch Jack of all tra styling | ades, maste ★★★ | |
| 318d Luxury 318d M Sport | | 141 127 : 141 127 : | | 420d SE | £37380 £38880 | 181 133 181 137 | | 535i M Sport | £46945 302 179 4 £35365 181 157 3 | | | 187 142 31 255 156 40 | CHRYSLER | | 1.2 PureTech 82 DSign | £13295 £14720 | 81 104 9 81 107 11 |
| 320d SE | | 181 125 | | 420d Sport 428i Luxury | £40220 | 242 163 | | | £38165 181 162 3 | xDrive30d M Sport | £46695 | 255 156 40 | GRAND VOYAGER 5dr mp | V Spacious and well | 1.2 PureTech 82 DSign Ice 1.2 PureTech 110 DStyle S-S | | 109 107 19 |
| 320d Luxury 320d M Sport | | 181 128 : 181 128 : | | 428i M Sport 428i SE | £40720 £37720 | 242 163 242 159 | | | £38165 181 162 3 £38895 242 149 4 | xDrive35d M Sport X5 5dr 4x4 Very comfortable | | 308 157 43 Although | equipped. Not good to drive 2.8 CRD SR | ★★★☆ £30310 161 207 32 | 1.2 PureTech 110 DStyle Ice S- 1.6 VTi 120 DStyle auto | | 109 107 17 118 150 16 |
| 320d xDrive Sport | £32705 | 181 133 | 30 | 428i Sport | £39220 | 242 163 | 36 | 528i Luxury | £41730 242 154 4 | the bling M50d should be avoide | ed 🛨 🖈 | *** | 2.8 CRD Ltd | | 1.6 THP 165 DStyle Ice S-S | £17790 | 161 129 26 |
| 320d xDrive Luxury 320d xDrive M Sport | | 181 133 : 181 133 : | | 430d M Sport 435i Luxury | £45700 £45685 | 255 144 302 194 | | | £41730 242 154 4 £33065 141 122 3 | | | 402 224 49 402 226 49 | CITROEN | 1 | 1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S | | 161 129 24 161 129 26 |
| 330d SE | | 255 135 2 255 138 2 | | 435i M Sport M4 | £46185 £61150 | 302 194 425 213 | | | £35865 141 127 3 £34565 181 122 3 | | | 567 258 50 215 149 41 | C-ZERO 5dr hatch Well-eng Too expensive | gineered electric city car. ★★★☆☆ | 1.6 THP 165 Ultra Prestige 1.6 e-HDi 90 Air' DStyle | | 161 129 27 91 95 16 |
| 330d Luxury 330d M Sport | £38405 | 255 138 | 38 | 420i SE | £34910 | 181 154 | 30 | 520d Luxury | £37365 181 127 3 | sDrive25d M Sport | £47680 | 215 151 42 | 49kW | £26216 66 0 28 | 1.6 e-HDi 90 DStyle Ice | £17410 | 91 95 19 |
| 330d xDrive Luxury 330d xDrive M Sport | £40120 1 | | | 420i Sport 420i Luxury | £36410 £37410 | 181 158 181 158 | | 520d M Sport 525d SE | £37365 181 127 3 £39310 215 136 3 | | | 215 154 42 215 156 42 | C1 3dr hatch The cheapest o but noisy and basic | f the Aygo triplets. Cute, ★★☆☆ | 1.6 BlueHDi 120 DSire 1.6 BlueHDi 120 DSport | | 118 94 25 118 94 24 |
| 3 SERIES GT 5dr hatch Ha | atchback pra | cticality | | 420i M Sport | £37910 | 181 158 | 31 | 525d Luxury | £42125 215 141 4 | xDrive30d SE | £48850 | 241 156 44 | 1.0 VTi 68 Touch | £8345 67 95 6 | 1.6 BlueHDi 120 Ultra Prestige | £20995 | 118 94 24 |
| meets 3-Series talent. Duller but 318d M Sport | £33525 | | | 425d SE 425d Sport | £39240 £40755 | 218 138 218 143 | | | £42125 215 141 4 £43655 241 139 4 | | | | 1.0 VTi 68 Feel 1.0 VTi 68 Flair | £9595 67 95 6 £10285 67 95 7 | DS3 CABRIOLET 2dr oper Retains its cuteness | n Refined s ★★★ | |
| 318d SE | | 141 122 | 24 | 425d Luxury | £41755 | 218 143 | | | £46470 241 144 4 | | | | 1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S | £10595 67 95 7 | 1.2 PureTech 110 DStyle S-S | | 109 107 20 |
| 320i M Sport 320i SE | £29905 | 181 155 : 181 155 : | | 425d M Sport 430d Luxury | £42255 £45200 | 218 143 255 144 | 40 | 535d M Sport 5 SERIES GT 5dr hatch Fine | £51120 308 149 4 e cabin, but only seats | X6 5dr 4x4 The world's first of | off-road coup | pé, but | 1.0 VTi 68 Airscape Flair S-S | £10535 67 88 7 £11535 67 88 7 | 1.2 PureTech 82 DSign 1.6 BlueHDi 120 DSport | | 81 112 12 118 94 26 |
| 320i xDrive Luxury 320i xDrive M Sport | | 181 165 : 181 165 : | | 435d xDrive Luxury 435d xDrive M Sport | £49100 | 308 155 308 155 | | four. Poor ride and steering 530d SE | ★★★☆☆ £46965 241 157 4 | appearance makes it difficult to xDrive50i SE | | | 1.2 PureTech 82 Flair C1 5dr hatch The cheapest o | | 1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S | | 161 129 27 161 129 29 |
| 320i xDrive SE | £31405 | 181 165 | 31 | 4 SERIES GRAN COUPE 4 | 4dr saloo | 1 A prettie | | 535i Luxury | £49465 302 192 4 | xDrive50i M Sport | £67450 | 443 227 50 | but noisy and basic | **** | 1.6 VTi 120 DStyle auto | £18845 | 118 154 18 |
| 320i xDrive Sport 328i SE | | 181 165 : 242 157 : | | Series. Very good, but not better. 420d M Sport | | ★☆ 181 119 | 30 | 535i M Sport 550i Luxury | £50265 302 192 4 £59515 402 214 4 | | | | 1.0 VTi 68 Feel 1.0 VTi 68 Flair | £9995 67 95 6 £10685 67 95 7 | 1.6 e-HDi 90 DStyle DS4 5dr hatch Jack of all tr | | 113 95 20 r of none. Nice |
| 330d xDrive M Sport | | 258 144 | 41 | 420d xDrive SE | £33995 | | | | £60465 402 214 4 £38045 181 148 3 | | | | 1.0 VTi 68 Airscape Feel | £10995 67 95 7 | styling | *** | |
| 320i Sport 320i Luxury | | 181 155 : 181 155 : | | 420i SE 420i Sport | £30125 £31660 | 181 149 181 153 | | | £38045 181 148 3 £40845 181 144 3 | | | | 1.0 VTi 68 Flair S-S 1.0 VTi 68 Airscape Flair S-S | £10935 67 88 7 £11935 67 88 7 | 1.6 e-HDi 115 DSign 1.6 VTi 120 DSign | | 113 113 18 118 144 14 |
| 328i Sport 328i Luxury | | 242 157 : 242 157 : | | 420i Luxury 420i M Sport | £32660 £33160 | 181 153 181 153 | | | £40845 181 144 3 £48965 241 153 4 | | | | 1.2 PureTech 82 Flair C3 5dr hatch Comfortable a | | 1.6 VTi 120 DStyle 1.6 THP 160 DStyle Au | | 118 144 15 161 178 21 |
| 328i M Sport | £35355 | 242 157 | 36 | 420i xDrive SE | £31660 | 181 161 | 30 | 530d M Sport | £49765 241 153 4 | cruiser than sports car | *** | ★ ☆ | much fun | ★★★☆☆ | 1.6 THP 200 DSport | £23840 | 197 149 31 |
| 335i Luxury 335i M Sport | | 302 189 : 302 189 : | | 420i xDrive Sport 420i xDrive Luxury | £33160 £34160 | 181 164 181 164 | | 535d Luxury 535d M Sport | £51885 295 154 4 £52685 295 154 4 | | | | 1.2 PureTech 82 Selection 1.6 e-HDi 90 Selection | £13865 81 107 12 £15740 89 95 18 | 1.6 e-HDi 115 DStyle 1.6 e-HDi 115 DStyle ETG6 | | 113 113 18 113 114 17 |
| 318d Sport 318d Luxury | | 141 122 1 141 122 1 | | 420i xDrive M Sport 428i SE | £34660 £33520 | 181 164 245 154 | | 7 SERIES 4dr saloon Refine bland. 760 gets sublime V12 | d and spacious, but ★★★☆ | 2.0 sDrive20i 2.0 sDrive20i M Sport | | | 1.0 PureTech 68 VT 1.0 PureTech 68 VTR+ | £11075 67 99 8 £12495 67 102 9 | 2.0 HDi 135 DStyle 2.0 HDi 160 DStyle | | 134 130 21 161 130 23 |
| 320d SE | £32375 | 181 130 | 30 | 428i Sport | £35020 | 245 156 | 34 | ActiveHybrid 7 M Sport | £71475 459 158 4 | 2.0 sDrive28i M Sport | £37390 | 242 159 40 | 1.2 PureTech 82 VTR+ | £13515 81 107 12 | 2.0 HDi 160 DSport | £23700 | 161 130 24 |
| 320d Sport 320d Luxury | | 181 130 : 181 130 : | | 428i Luxury 428i M Sport | £36020 £36520 | 245 156 245 156 | | | £61680 316 184 4 £64680 316 184 4 | | | | 1.6 VTi 120 Excl. Au 1.4 HDi 70 VT | £16250 118 150 19 £13230 67 99 10 | DS5 5dr hatch Design marve function so well | el. Shame it ★★★ | |
| 320d M Sport | £34625 | 181 130 3 | 30 | 435i Luxury | £41870 | 306 193 | 36 | 740i M Sport | £66955 316 184 4 | 6 SERIES GRAN COUPE | 4dr saloon | Back door | 1.4 HDi 70 VTR+ | £14590 67 101 10 | 1.6 THP 200 DSport | £28920 | 197 155 27 |
| 325d SE 325d Luxury | £34305 1 | 215 136 : | | 435i M Sport 418d SE | £42370 £31695 | 306 193 141 122 | | | £69955 316 184 4 £71520 443 199 4 | | ★★★ £59430 | | 1.4 e-HDi 70 VTR+ ETG 1.6 e-HDi 90 VTR+ | £15210 67 87 10 £15390 89 95 18 | 1.6 e-HDi 115 DStyle ETG6 1.6 BlueHDi 120 DSign | | 113 114 18 113 102 21 |
| 325d M Sport 330d SE | | 215 136 2 258 137 | | 418d Sport 418d Luxury | £33195 £34195 | 141 127 141 127 | | | £76795 443 199 4 £102025 537 314 5 | | | 315 182 48 444 206 50 | 1.6 e-HDi 90 Excl. C3 PICASSO 5dr mpv Qui | £16240 89 95 18 | 1.6 BlueHDi 120 DStyle 2.0 HDi 160 DStyle | | 113 105 22 161 128 24 |
| 330d Luxury | £39705 | 258 137 | 40 | 418d M Sport | £34695 | 141 127 | 24 | 760Li M Sport | £104270 537 314 5 | M6 | £94750 | 552 231 50 | useful. | **** | 2.0 HDi 160 DSport | £28955 | 161 128 24 |
| 330d M Sport 330d xDrive SE | | 258 137 4 258 144 4 | | 420d SE 420d Sport | £32495 £33995 | 181 111 181 119 | | | £58275 255 148 4 £61375 255 148 4 | | | | 1.4 VTi 95 VT 1.6 HDi 90 Excl. | £13080 94 145 10 £17330 91 107 12 | 2.0 BlueHDi 180 DSport 2.0 Hybrid4 200 DSport | | 178 118 30 200 102 28 |
| 330d xDrive Luxury 335d xDrive Luxury | | 258 144 | | 420d Luxury | £34995 | 181 119 | | | £63550 255 148 4 | | | | 1.6 HDi 90 VTR+ | £16230 91 107 12 | 2.0 Hybrid4 200 DStyle | £31600 5dr mpv | 200 102 27 Likeable |
| 335d xDrive M Sport | £44120 : | | | 420d xDrive Sport 420d xDrive Luxury | £35495 £36495 | 181 129 181 129 | | 740d SE | £66650 255 148 4 £65465 309 149 4 | | ★★★ £59430 | | 1.6 VTi 120 Excl. 1.6 VTi 120 Excl. ETG6 | £17095 118 149 13 £17815 118 137 13 | practical van-based MPV | *** | |
| 13 5dr hatch Superb really, but the usual electric car practicality | | | | 420d xDrive M Sport 430d Luxury | £36995 £40445 | 181 129 255 139 | | | £70740 309 149 4 £66200 459 158 4 | | | | 1.6 VTi 120 VTR+ ETG6 1.4 VTi 95 VTR+ | £16715 118 137 13 £15145 94 145 10 | 1.6 VTi 95 VT 1.6 HDi 75 VTR | £13285 £14655 | 97 155 5 74 135 4 |
| i3 EV | £30980 | 168 0 | 21 | 430d M Sport | £40945 | 255 139 | 40 | ActiveHybrid 7L SE | £69300 459 158 4 | M6 | £92350 | 552 231 50 | 1.6 HDi 115 Excl. | £18050 107 119 15 | 1.6 HDi 90 Plus Sp. Ed | £15805 | 89 135 8 |
| i3 EV Range Extender 4 SERIES 2dr coupé More t | | | | 430d xDrive Luxury 430d xDrive M Sport | £41960 £42460 | 255 145 255 145 | | ActiveHybrid 7L M Sport X1 5dr 4x4 Odd SUV best as rea | £74575 459 158 4 ar-wheel drive. Good | 640d SE 640d M Sport | | 309 143 48 309 147 48 | C4 5dr hatch Good looking, latest rivals | but lacks the polish of the | 1.6 HDi 90 VTR 1.6 e-HDi 90 VTR ETG6 | £15105 £15875 | 89 135 7 89 120 9 |
| B-road steer. Very comely though 430d M Sport | £ ★ ★ ★ 1 | ₩ | 40 | 435d xDrive Luxury 435d xDrive M Sport | | | | drive, poor cabin finish xDrive 25d xLine | ★★★★☆ £32540 215 154 2 | 6 SERIES CONVERTIBLE and interior. More GT than sport | | | 1.6 e-HDi 115 Excl. ETG6 1.6 e-HDi 115 VTR+ ETG6 | £20965 110 101 18 £19565 110 95 18 | | | 89 135 8 89 120 9 |
| 420i SE | £30125 | 181 144 | 30 | 5 SERIES 4dr saloon No lon | nger a han | dling bench | | xDrive 20i SE | £27285 181 176 2 | 650i M Sport | £77990 | 402 213 50 | 1.4 VTi 95 VTR | £14240 94 140 12 | 1.6 HDi 115 XTR | £17905 | 107 134 10 |
| 420i Sport 420i Luxury | £31625 £32625 | | | mark. Superb interior 530d Luxury | ★ ★ ★ £44255 | | 43 | | £28285 181 176 2 £29285 181 179 2 | 640i SE 640i M Sport | | | 1.6 VTi 120 VTR+ 1.6 THP 155 Excl. ETG6 | | C4 PICASSO 5dr mpv Plus dynamic make for a better car | | |
| 420i M Sport | £33125 | 181 146 | 30 ! | 535i M Sport | £44745 | 302 179 | 42 | xDrive 20i M Sport | £30285 181 179 2 | M6 | £97300 | 552 239 50 | 1.6 HDi 90 VTR | £16355 91 104 15 | 1.6 VTi 120 VTR | £17760 | 118 145 14 |
| 420i xDrive SE 420i xDrive Sport | £31660 £33160 | | | 520i Luxury | | | | | £24230 114 128 1 £25330 141 128 2 | | | | 1.6 HDi 90 VTR+ 1.6 e-HDi 115 VTR+ | £18105 91 104 16 £18965 110 97 18 | | | 118 145 15 154 139 22 |
| 420i xDrive Luxury 420i xDrive M Sport | £34160 £34660 | | | 520i M Sport | £35965 £36695 | | | | £26330 141 128 2 £28330 141 128 2 | | t off-road co | upé, but | 1.6 e-HDi 115 Excl. 2.0 HDi 150 Excl. | £20365 110 100 18 £21185 148 130 23 | | | 154 142 22 91 110 15 |
| 428i SE | £33520 | 242 154 | 33 | 528i Luxury | £39495 | 242 147 | 41 | xDrive 18d SE | £26830 141 144 2 | 1.5 | | | C4 CACTUS 5dr hatch | Interesting and novel, | 1.6 HDi 90 VTR+ | £19710 | 91 110 15 |
| 428i Sport 428i Luxury | | | | 528i M Sport 535i Luxury | | | | | £27830 141 144 2 £28830 141 144 2 | | | | but typically flawed to drive 1.2 PureTech 75 Touch | ★★★☆☆ £12990 74 105 9 | 1.6 e-HDi 90 VTR+ ETG6 1.6 e-HDi 115 VTR+ | | 91 98 15 113 105 18 |
| 428i M Sport | £36520 | 242 156 | 34 | 550i Luxury | £57615 | 402 199 | 46 | xDrive 18d M Sport | £29830 141 144 2 | CTS-V 2dr coupé A genuine | | | 1.2 PureTech 82 Touch | £13490 81 105 9 | 1.6 e-HDi 115 VTR+ ETG6 | £21010 | 113 104 18 |
| 435i Luxury 435i M Sport | | | | 550i M Sport ActiveHybrid 5 SE | £47790 | 335 149 | 44 | sDrive 20d Efficient Dynamics sDrive 20d Eff. Dyn. Business | | supercars 6.2 V8 | ★★★ £68957 | | 1.2 PureTech 82 Feel 1.2 PureTech 82 Flair | £14690 81 105 9 £16090 81 107 10 | | | 113 105 17 113 105 18 |
| M4 420d SE | £57055 | 125 204 | 42 | ActiveHybrid 5 Luxury ActiveHybrid 5 M Sport | £48825 | 335 159 | 44 | sDrive 20d SE | £26760 181 129 2 | CTS 4dr saloon Sharp-lookin diesel. CTS-V is excellent | | n needs a | 1.2 PureTech 110 Feel S-S 1.2 PureTech 110 Flair S-S | £15890 109 107 15 | | £23050 | 148 102 24 148 105 24 |
| 420d Sport | £33995 | 181 119 | 30 | 4.4 V8 M5 | £73970 | 552 232 | 48 | sDrive 20d M Sport | £29760 181 129 2 | 3.0 V6 E'gnce auto | £40897 | 272 229 44 | 1.6 BlueHDi 100 Touch | £15490 99 87 18 | GRAND C4 PICASSO 5dr | mpv Plush | nness and an |
| 420d Luxury 420d M Sport | £34995 £35495 | | | 518d SE 518d Luxury | £30865 £33665 | | | | | 3.6 V6 AWD Sp. Luxury 3.6 V6 Sp. Luxury | | | 1.6 BlueHDi 100 Feel 1.6 BlueHDi 100 Flair | £16690 99 87 18 £18090 99 89 18 | improved dynamic make for a be 1.6 VTi 120 VTR | | ★★★☆ 118 145 13 |
| 420d xDrive SE | £33995 | 181 117 | 29 ! | 518d M Sport | £33665 | 141 124 | 31 | xDrive 20d xLine | £30260 181 145 2 | 6.2 V8 V | | | 1.6 e-HDi 92 Feel ETG6 | £16890 89 92 16 | 1.6 VTi 120 VTR+ | £20720 | 118 145 13 |
| 420d xDrive Sport 420d xDrive Luxury | £35495 £36495 | | | 520d SE 520d Luxury | | | | | £31260 181 145 2 £33540 215 154 2 | | | | 1.6 e-HDi 92 Flair ETG6 | £18290 89 94 16 | 1.6 THP 155 Excl.+ | | 154 139 21 154 142 22 |
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| 1.6 e-HDi 90 ETG6 VTR 1.6 e-HDi 90 ETG6 VTR+ | £20850 £22110 | 91 91 | 98 15 98 15 | 0.9 TwinAir 105 Cult 1.2 Pop | £15370 £10690 | 103 68 | 92 113 | | 1.4 8v Easy 1.4 8v GBT | £12285 £12785 | 76 76 | 132 8 132 8 | 1.0T 100 Ecoboost Titanium X 1.0T 125 Ecoboost Zetec | £22095 £19095 | 99 105 10 123 108 14 |
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| 2.0 Blue HDi 150 Excl. | £24750 | 148 | 102 24 | 1.4 T-Jet Abarth | £14255 £14840 | 133 94 | | 26 | FORD | nd onorgo | tic note | nl . | 1.5T 150 Ecoboost Zetec S | £20845 £21095 | 148 137 14 |
| 2.0 Blue HDi 150 Excl.+ | £21110 | 140 | 105 25 | 1.3 MultiJet Lounge 1.3 MultiJet S | £14990 | 94 | 97 | 14 | KA 3dr hatch An agile drive a engine. Wooden ride | *** | ** | | 1.5T 150 Ecoboost Titanium 1.5T 182 Ecoboost Titanium X | £23820 | 148 137 14 180 137 14 |
| DAGIA SANDERO 5dr hatch A cleve | er budaet r | orospe | ect. But | 1.3 MultiJet Cult 500 CONVERTIBLE 2dr op | £15990 en Sune | 94 er desi | | 14 | 1.2 Grand Prix III 1.2 Studio Connect | £11445 £9445 | | 115 5 115 3 | 1.6 85 Studio 1.6 105 Style | £13995 £17095 | 84 136 7 103 136 11 |
| its limitations are unavoidable | *** | ** | τ | cute city car. Cab a better drive t | nan hatch | ** | ** | | 1.2 Studio | £8995 | 68 | 115 3 | 1.6 125 Style auto | £18845 | 123 146 14 |
| 0.9 TCe Ambiance 0.9 TCe Laureate | £7595 £8795 | | 116 6 116 7 | 0.9 TwinAir 105 G0 0.9 TwinAir 105 Lounge S-S | £18170 £16870 | 103 | | 15 | 1.2 Edge 1.2 Zetec | £9945 £10695 | | 115 3 115 3 | 1.6 125 Zetec 1.6 125 Titanium auto | £19845 £21345 | 123 146 14 123 146 14 |
| 1.2 Access 1.2 Ambiance | £5995 £6795 | 74 74 | 135 2 135 2 | 0.9 TwinAir 105 S 0.9 TwinAir 85 Colour Therapy | £17020 £14970 | 84 84 | 92 92 | 15 15 | 1.2 Titanium 1.2 Metal | £11995 £11445 | | 115 3 115 5 | 2.0T 250 Ecoboost ST 2.0T 250 Ecoboost ST-2 | £22495 £23995 | 247 159 34 247 159 35 |
| 1.2 Laureate | £7995 | 74 | 135 2 | 0.9 TwinAir 85 GO | £17690 | 84 | 92 | 15 | B-MAX 5dr mpv Fiesta dynai | nics and s | liding (| loor | 2.0T 250 Ecoboost ST-3 | £26295 | 247 159 36 |
| 1.5 dCi Ambiance 1.5 dCi Laureate | £8595 £9795 | 89 89 | 99 8 99 10 | 0.9 TwinAir 85 S 1.2 Colour Therapy | £16540 £13770 | 84 68 | 92 113 | | access make the B-Max a cut abo 1.0T EcoBoost 100 Zetec | ve 🛨 : £15495 | 99 | 119 9 | 1.5 TDCi 95 Style 1.5 TDCi 120 Zetec | £18295 £19795 | 94 98 11 118 98 11 |
| SANDERO STEPWAY 5dr h - but still limited | natch Mo ★★★ | | ensive | 1.2 GO 1.2 S | £16490 £15240 | 68 68 | 113 113 | | 1.0T EcoBoost 100 Titanium 1.0T EcoBoost 125 Zetec S-S | £16695 £16095 | 99 118 | 119 10 99 13 | 1.5 TDCi 120 Zetec S 1.5 TDCi 120 Titanium | £21045 £21295 | 118 98 11 118 98 11 |
| 0.9 TCe Ambiance | £8395 | 89 | 125 - | 1.3 MultiJet GO | £18890 | 94 | 97 | 18 | 1.0T EcoBoost 125 Titanium S-S | £17295 | 118 | 99 13 | 1.5 TDCi 120 Titanium X | £23295 | 118 98 11 |
| 0.9 TCe Laureate 1.5 dCi Ambiance | £9995 £9395 | 89 89 | 125 - 105 - | 1.3 MultiJet S 1.4 16v Turbo T-Jet Abarth | £17640 £16005 | 94 133 | 97 155 | | 1.0T EcoBoost 125 Titanium X 1.4 90 Studio | £18495 £13095 | 118 89 | 99 13 139 7 | 1.6 TDCi 95 Style 1.6 TDCi 115 Zetec | £18195 £19695 | 94 109 11 114 109 16 |
| 1.5 dCi Laureate | £10995 | 89 | 105 - | 0.9 TwinAir 85 Lounge S-S | £16390 | 84 84 | 92 | 15 | 1.4 90 Zetec | £14895 | 89 | 139 8 | 1.6 TDCi 115 Zetec S | £20945 | 114 109 16 |
| LOGAN MCV 5dr estate charm. Certainly retains the chea | Lacks its: | ** | ☆☆ | 0.9 TwinAir 85 Cult 0.9 TwinAir 105 Cult | £17540 £18020 | 103 | | 15 | 1.6 105 Zetec Powershift 1.6 105 Titanium Powershift | £16595 £17795 | 103 | 149 10 149 11 | 1.6 TDCi 115 Titanium 2.0 TDCi 150 Titanium | £21195 £22635 | 114 109 16 148 109 16 |
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| 1.2 Access | £6995 | 74 | 135 4 | 1.2 Cult | £16240 | 68 | 113 | 10 | 1.6 TDCi 95 Titanium | £17995 | 94 | 104 11 | 2.0 TDCi 185 ST-2 | £23995 | 178 110 35 |
| 1.2 Ambiance 1.2 Laureate | £7795 £8995 | 74 74 | 135 4 135 5 | 1.3 MultiJet Lounge 1.3 MultiJet Cult | £17490 £18640 | 94 94 | 97 97 | | FIESTA 3dr hatch Stylish an The best supermini | wondert 🖈 🖈 | | gaging. | 2.0 TDCi 185 ST-3 FOCUS 5dr estate Well-ma | £26295 nnered and | 178 110 36 comfortable. |
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| DUSTER 5dr 4x4 Cheap, but | | 84 robus | | out some of its missing substance 1.4 95 Pop | £13390 | 94 | 145 | | 1.0 80 Titanium S-S | £14695 | 79 | 99 7 | 1.0T 100 Ecoboost Style 1.0T 100 Ecoboost Titanium | £21195 | 99 109 10 |
| Surprisingly convincing presence 1.6 16v 105 Access 2WD | ★★★ £9495 | | 165 6 | 0.9 Twinair Pop Star 0.9 TwinAir Lounge | £16690 £18090 | 103 | 112 112 | | 1.0T 100 Ecoboost Zetec S-S 1.0T 100 Ecoboost Titanium S-S | £14195 £15195 | 99 99 | 99 11 99 11 | 1.0T 100 Ecoboost Titanium X 1.0T 100 Ecoboost Zetec | £23195 £19695 | 99 109 10 99 109 10 |
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| | £11995 £13995 | | 130 10 135 10 | 1.4 95 Pop Star 1.4 95 Lounge | £15550 £16950 | 94 94 | 145 145 | | 1.0T 125 Ecoboost Titanium S-S 1.0T 125 E'boost TitaniumX S-S | | 123 123 | 99 15 99 16 | 1.0T 125 Ecoboost Titanium X 1.0T 125 Ecoboost Zetec | £23695 £20195 | 123 110 14 123 110 14 |
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| | £13473 | 101 | 133 10 | 1.4 120 Lounge | £18595 | 118 | 159 | 10 | 1.25 60 Style | £11895 | 59 | 120 4 | 1.5 TDCi 120 Titanium X | £24395 | 118 98 11 |
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| FF 2dr coupé Four-door Ferra | | | | 1.3 Multijet 85 Trekking 1.6 Multijet 105 Pop Star | £18040 | 103 | 117 | 17 | 1.6T 180 Ecoboost ST 1.6T 180 Ecoboost ST2 | £18545 | 180 | 138 30 | 1.5T 150 Ecoboost Titanium 1.5T 150 Ecoboost Zetec S | £21945 | 148 128 14 |
| lacks classic DNA 6.3 V12 | ★★★ £227077 | | | 1.6 Multijet 105 Lounge 1.6 Multijet 105 Trekking | £19440 £20140 | | 117 122 | | 1.6T 180 Ecoboost ST3 1.5 TDCi 75 Style | £19545 £13995 | 180 74 | 138 30 98 8 | 1.5T 182 Ecoboost Titanium X 1.6 105 Style | £24920 £18180 | 180 128 14 103 139 11 |
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| explosive performance | *** | ** | r | 1.6 MultiJet 120 Lounge 7st | £21380 | 118 | 117 | 17 | 1.6 TDCi 95 Titanium ECOnetic | £16495 | 94 | 87 12 | 1.6 TDCi 115 Zetec S | £22045 | 114 109 16 |
| 4.5 V8 Italia 4.5 V8 Speciale | £178461 £208090 | | | 1.6 MultiJet 120 Pop Star 7st 0.9 TwinAir 105 Pop Star 7st | £19880 £17330 | | 117 112 | | 1.6 TDCi 95 Titanium X FIESTA 5dr hatch Stylish an | £17295 d wonderf | 94 ully en | 95 13 gaging. | 1.6 TDCi 95 Style 2.0 TDCi 150 Titanium | £19295 £23735 | 94 109 11 148 109 16 |
| 458 SPIDER 2dr open The roof. A world-class head turner | complete s | | | 0.9 TwinAir 105 Lounge 7st 1.4 95 Pop Star 5st | £18830 £15840 | 103 94 | 112 145 | | The best supermini 1.25 82 Style | ★★★ £12995 | | 120 7 | 2.0 TDCi 185 ST 2.0 TDCi 185 ST-2 | £23595 £25095 | 178 110 34 178 110 34 |
| 4.5 V8 | £198906 | | | 1.4 95 Lounge 5st | £17340 | 94 | 145 | 9 | 1.6 105 Titanium Powershift | £16645 | 103 | 138 12 | 2.0 TDCi 185 ST-3 | £27395 | 178 110 36 |
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| PANDA 5dr hatch Cheap, pra | ectical and | | | 1.6 MultiJet 105 Pop Star 7st | £19380 £20880 | 103 | | 17 | 1.0 80 Titanium S-S 1.0T 100 Ecoboost Zetec S-S | £15295 £14795 | 79 99 | 99 7 99 11 | 2.0T 250 Ecoboost ST-3 | £27395 | 247 159 36 |
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| 0.9 Twinair 85 Trekking 1.3 MultiJet 75 4x4 Antarctica | £13075 £15995 | | 105 6 125 7 | a crossover. Drives okay, too 1.4 MultiAir 140 Pop Star | ★★★ £17595 | | | | 1.0T 100 E'boost TitaniumX S-S 1.0T 125 Ecoboost Titanium S-S | | 99 123 | 99 11 99 15 | Practical, comfortable, rewarding 1.5T EcoBoost 160 Zetec | | 158 134 23 |
| 0.9 Twinair 85 Easy | £11375 | 84 | 99 7 | 1.4 MultiAir 140 Lounge | £19345 | 138 | - | - | 1.0T 125 E'boost TitaniumX S-S | £17545 | 123 | 99 16 | 1.5T EcoBoost 160 Titanium | £22545 | 158 134 23 |
| 0.9 Twinair 85 Lounge 0.9 Twinair 85 4x4 | £11875 £14575 | 84 84 | 114 7 | 1.4 MultiAir 140 Cross 1.4 MultiAir 140 Cross Plus | £18595 £20345 | 138 | - | - | 1.25 60 Style 1.25 82 Zetec | £12495 £13795 | | 120 4 120 7 | 1.6 TDCi 115 Style | £21095 | 237 169 - 113 94 17 |
| 1.2 Pop 1.2 Easy | £9375 £10175 | | | 1.3 MultiJet 95 Pop Star 1.6 MultiJet 120 Pop Star | £18095 £19095 | | 109 | | 1.5 TDCi 75 Style 1.5 TDCi 75 Zetec | £14595 £15395 | 74 74 | 98 8 98 9 | 1.6 TDCi 115 Zetec 1.6 TDCi 115 Titanium | | 113 94 17 113 94 17 |
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| 1.3 Multijet 75 4x4 | £15575 | 74 | 125 7 | PUNTO 3dr hatch MultiAir to | ch improv | es ap | peal a | nd | ECOSPORT 5dr hatch Pum | oed up Fie | sta oka | ıy, but | MONDEO 5dr estate A vas | t and enjoy | able estate. |
| 500 3dr hatch Super desirable if not involving, to drive | le, cute cit ★★★ | | | economy. Still heavily dated thou 1.2 8v Easy | gh ★ 7 £11275 | | | | developing world origins show th 1.0T Ecoboost 125 Titanium | rough ★ £15995 | | | Reasonably priced. 1.5T Ecoboost 160 Titanium | ★ ★ ★ £23780 | 158 134 23 |
| 0.9 TwinAir 105 GO | £15550 | 103 | 92 10 | 1.2 8v GBT | £11775 | 68 | 126 | 6 | 1.0T Ecoboost 125 Titanium X | £16995 | 123 | 125 11 | 1.5T Ecoboost 160 Zetec | £22580 | 158 134 23 |
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|--|---|---|---|
| 1.6 GDi 133 4 ISG £20600 128 137 13 | DISCOVERY 5dr 4x4 The best compromise between off and on-road ability ★★★☆ | QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★☆☆ | B-CLASS 5dr hatch A slightly odd prospect, but practical and classy ★★★☆ |
| 1.6 T-GDi 201 GT £20705 201 171 29 | 3.0 SDV6 255 GS £40005 252 213 39 3.0 SDV6 255 XS £46865 252 213 40 | 3.0 V6 S £81555 404 242 50 3.8 V8 GTS £109625 523 274 50 | B180 SE £21500 120 129 16 B180 Sport £22225 120 129 16 |
| 1.4 CRDi 89 1 £16095 89 109 6 | 3.0 SDV6 255 HSE £54495 252 213 41 DISCOVERY SPORT 5dr 4x4 Hugely alluring | 3.0D V6 £69235 271 164 50 GRANTURISMO 2dr coupé Fantastic looks and | B180 AMG Line £23520 120 129 16 B200 SE £22575 154 130 16 |
| 1.6 CRDi 126 2 ISG £18695 126 100 13 | compact seven-seater ★★★☆ 2.2 SD4 190 SE £32395 188 162 28 | soundtrack, average chassis ★★★☆ 4.2 V8 £82280 400 330 50 | B200 Sport £23300 154 130 16 B200 AMG Line £24595 154 130 16 |
| 1.6 CRDi 126 4 ISG £22095 126 112 14 | 2.2 SD4 190 SE Tech £33895 188 162 28 2.2 SD4 190 HSE £37595 188 162 31 | 4.7 V8 Sport £90810 453 331 50 4.7 V8 MC Stradale £110135 453 360 50 | B180 CDI SE ECO £22575 108 94 15 B180 CDI SE £22575 108 108 15 |
| CEED 5dr estate Another slightly bigger looker from | 2.2 SD4 190 HSE Luxury £41195 188 162 31 RANGE ROVER EVOQUE 3dr 4x4 A new class of | GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis ★★★☆ | B180 CDI Sport £23170 108 108 15 B180 CDI AMG Line £24465 108 108 15 |
| | desirability for the SUV ★★★☆ 2.2 eD4 150 Pure Tech 2WD £31205 148 129 29 | 4.7 V8 £98340 433 337 50 4.7 V8 Sport £103935 453 337 50 | B200 CDI SE £23650 134 111 20 B200 CDI Sport £24245 134 111 20 |
| 1.6 CRDi 126 2 ISG £19695 126 116 13 | 2.2 SD4 190 Pure Tech 4WD £33505 188 149 33 2.2 SD4 190 Dynamic 4WD £39305 188 149 34 | MAZDA | B200 CDI AMG Line £25540 134 111 20 B220 CDI Sport £27125 168 107 25 |
| 1.6 CRDi 126 4 ISG £23295 126 116 14 | RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV ★★★☆ | 2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★☆ | CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match ★★☆☆ |
| PROCEED 3dr hatch Another slightly smaller looker | | 1.5 75 SE £11995 74 110 - 1.5 75 SE-L £12995 74 110 - | CLA 200 CDI AMG Sport £29125 134 117 27 CLA 200 CDI Sport £26925 134 117 27 |
| 1.4 98 VR7 £14900 133 143 10 | 2.2 SD4 190 Pure 4WD £31505 188 149 32 | 1.5 / S | CLA 250 AMG Sport 4Matic £33405 208 154 24 CLA180 Sport £24775 121 130 23 |
| 1.6 GDi 133 SE £19905 133 137 15 | 2.2 SD4 190 Dynamic 4WD £39305 188 149 34 | 1.5 90 Sport £14995 90 105 - 1.5 90 Sport Nav £15395 90 105 - | CLA180 AMG Sport £26975 121 130 24 CLA45 AMG £42270 354 161 45 |
| 1.6 T-GDi 201 GT £20205 201 171 29 | RANGE ROVER 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV ★★★★ 5.0 V8 S Aubiography £102450 503 299 50 | 1.5D 105 SE-L £15995 104 89 - | CLA220 CDI Sport £29775 168 117 27 CLA220 CDI AMG Sport £31975 168 117 28 |
| 1.6 CRDi 126 S ISG £18995 126 100 13 | 5.0 V8 S Aubiography LWB £110150 503 299 50 | 1.5D 105 SE-L Nav £16395 104 89 - 1.5D 105 Sport £16995 104 89 - 1.5D 105 Sport Nav £17395 104 89 - | C-CLASS 2dr coupé Nice balance of style, usability and driver reward ★★★☆ |
| 1.6 CRDi 126 SE Tech £23095 126 112 13 | 3.0 TDV6 Vogue £74950 254 182 45 3.0 TDV6 Vogue SE £81850 254 182 50 3.0 TDV6 Aubiography £91550 254 182 50 | 1.5D 105 Sport Nav £17395 104 89 - 3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too ★★★☆ | C63 AMG Edition 507 £68495 451 280 44 C180 AMG Sport Edition £29965 154 149 35 C220 CDI Exec SE £31130 168 109 34 |
| now, but still hardly the best option $\qquad \bigstar \bigstar \bigstar \Leftrightarrow \Leftrightarrow$ | 3.0 SDV6 Hybrid Aubiography £102450 335 164 50 | 1.5 100 SE £16995 99 119 13 1.5 100 SE Nav £17595 99 119 13 | C220 CDI AMG Sport Edition £32460 168 133 38 C250 CDI AMG Sport Edition £33515 201 143 41 |
| 1.6 GDi Start £12800 130 158 9 | 4.4 SDV8 Vogue SE £88850 308 219 50 | 2.0 120 SE £17295 118 119 17 2.0 120 SE Nav £17895 118 119 17 | C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good ★★★☆ |
| 1.6 GDi Connect Plus £16100 130 158 10 | | 2.0 120 SE-L £18795 118 119 18 2.0 120 SE-L Nav £19395 118 119 18 | C200 SE £27270 181 123 31 C200 Sport £29265 181 124 31 |
| 1.6 GDi Maxx £20155 130 170 11 | kind of dynamic twist. Brilliant ★★★★☆ | 2.0 120 Sport Nav £20195 118 119 18 2.0 165 Sport Nav £21920 162 135 22 | C200 AMG Line £30890 181 128 31 C63 AMG £59800 469 192 - |
| 1.6 CRDi Connect Plus £17700 126 132 10 | | 2.2D 150 SE £19645 148 107 23 2.2D 150 SE Nav £20245 148 107 24 | C63 AMG S £66550 503 192 - C200 Bluetec SE £28985 134 102 25 |
| | 3.0 SDV6 Aubiography Dynamic £77850 288 185 45 | 2.2D 150 SE-L £21145 148 107 24 2.2D 150 SE-L Nav £21745 148 107 24 | C200 Bluetec Sport £30980 134 102 25 C200 Bluetec AMG Line £32475 134 102 25 |
| European saloon pace ★★★☆☆ | LEXUS | 2.2D 150 Sport Nav £22545 148 107 24 6 4dr saloon A compelling mix of size, economy and | C220 Bluetec SE £29780 168 103 31 C220 Bluetec Sport £31775 168 104 31 |
| 1.7 CRDi 1 ISG £19995 134 128 17 | CT 5dr hatch Makes sense only as a company car. Not fun ★★★☆☆ | performance. Interior a let down ★★★★☆ 2.0 145 SE £19795 143 129 18 | C220 Bluetec AMG Line £33270 168 104 31 C250 Bluetec SE £32435 201 117 35 |
| | 200h S £21245 134 82 19 200h SE £22745 134 94 19 | 2.0 145 SE Nav £20495 143 129 18 2.0 145 SE-L £20795 143 129 16 | C250 Bluetec Sport £34430 201 117 35 C250 Bluetec AMG Line £35925 201 117 35 |
| 1.4 89 1 ISG £11995 89 130 8 | 200h Advance £24245 134 94 19 200h Luxury £24745 134 94 20 | 2.0 145 SE-L Nav £21495 143 129 16 2.0 165 Sport Nav £24595 162 135 19 | C300 Bluetec Hybrid SE £35045 201 94 - C300 Bluetec Hybrid Sport £37040 201 94 - |
| 1.4 89 2 ISG £13895 89 130 9 | 200h F Sport £26995 134 94 20 200h Premier £29745 134 94 21 | 2.2D 150 SE £22295 148 108 21 2.2D 150 SE Nav £22995 148 108 21 | C300 Bluetec Hybrid AMG Line £38535 201 94 - C-CLASS 5dr estate Decent practicality and |
| | ing. Needs a better diesel ★★★☆☆ | 2.2D 150 SE-L £23295 148 108 19 2.2D 150 SE-L Nav £23995 148 108 19 | fantastic interior - but only okay to drive ★★★☆ C200 Bluetec AMG Line £33675 134 102 25 |
| 1.4 CRDi 89 2 £15195 89 119 10 | 250 Luxury £27995 204 199 33 | 2.2D 150 Sport Nav £26395 148 108 21 2.2D 175 Sport Nav £26795 173 119 23 | C200 Bluetec SE £30185 134 102 25 C200 Bluetec Sport £32180 134 102 25 |
| 1.6 CRDi 114 3 ISG £17475 114 117 14 | 250 F Sport £30495 204 213 33 250 Premier £35495 204 213 34 | 6 5dr tourer A compelling mix of size, economy and performance. Interior a let down ★★★☆ | C200 SE £28470 181 128 31 C220 Bluetec SE £30980 168 108 31 |
| CARENS 5dr mpv Nicely up to scratch now, but no | | 2.0 145 SE-L Nav £22425 143 129 16 2.0 165 Sport Nav £25395 162 135 19 | C250 Bluetec SE £33635 201 117 35 C63 AMG £61000 469 196 47 |
| 1.7 CRDi 3 Sat Nav ISG £25250 136 132 16 | 300h F Sport £32495 217 109 32 300h Premier £36750 217 109 33 | 2.2D 150 SE Nav £23795 148 116 21 2.2D 175 Sport Nav £27595 173 119 23 | C63 AMG S £67750 503 196 47 C200 Sport £30465 181 128 31 |
| 1.6 GDi 2 ISG £19600 133 149 13 | GS 4dr saloon Refreshingly different, but lacks a diesel engine ★★★☆ | 2.20 150 SE £23095 148 116 21 | C200 AMG Line £32090 181 128 31 C220 Bluetec Sport £32975 168 108 31 |
| 1.7 CRDi 114 2 ISG £20995 114 124 12 | 300h SE £31495 179 109 31 300h Luxury £37495 179 113 32 | 2.2D 150 SE-L Nav £24795 148 116 19 | |
| 1.7 CRDi 134 3 ISG £24300 136 132 16 | | CX-5 5dr 4x4 Superb diesel engine mated to above | E-CLASS 4dr saloon A return to the old Merc |
| ty. Looks decent too ★★★☆☆ | 450h F Sport £51495 338 145 42 | average package ★★★☆ 2.0 Skyactiv-G 165 SE-L Nav £22995 162 139 15 2.0 Skyactiv-G 165 Sport Nav £25395 162 139 16 | qualities. Refined and relaxing E300 Bluetec Hybrid AMG Sport £42375 204 109 43 E63 AMG S £84110 549 232 47 |
| 2.0 CRDi KX-1 4WD £21500 134 149 16 | LS 4dr saloon Uninspiring luxury barge with a huge kit list attached ★★★☆ | 2.2D Skyactiv-D 150 SE-L Nav £24795 148 119 18 | |
| 1.6 GDi 2 2WD ISG £19800 133 149 15 | 460 Luxury £71995 382 249 48 | 2.2D Skyactiv-D 150 Sport Nav £27195 148 119 19 | E250 SE £35470 208 138 38 E250 AMG Line £37980 208 142 39 |
| 1.7 CRDi 2 2WD ISG £21200 114 135 13 | 600h L Premier £99995 439 199 50 | 2.20 Sky-D 175 Sport Nav AWD £29395 173 136 21 5 5dr mpv Functional seven-seater, but not unpleasant | E63 AMG £74115 549 230 47 |
| 1.7 CRDi 3 SatNav 2WD ISG £23900 114 143 13 | NX 5dr hatch Some good ideas, but dramatically off the pace to drive ★★☆☆ | to drive. Lots of kit ★★★☆ 2.0 150 Sport Venture £20495 148 159 16 | E220 Bluetec SE £34270 168 120 34 |
| 2.0 CRDi KX-3 4WD nav £26300 134 156 17 | 2.0 200t F Sport £38095 235 183 - 300h S 2WD £29495 195 116 29 | | E250 CDI AMG Line £39445 201 134 40 |
| 2.0 CRDi 181 KX-4 4WD £28200 134 158 19 | 300h Luxury £34495 195 121 31 | low-cost and pretty. As it should be ★★★★ 1.5i Sport Nav £22445 129 139 - | E350 Bluetec AMG Line £41210 248 154 44 E-CLASS 5dr estate A return to the old Merc |
| but you know where you stand with it ★★★☆ | | 1.5i SE-L £19245 129 139 - | qualities. Refined and relaxing ★★★☆ E220 Bluetec AMG Line £38555 168 135 35 |
| 2.2 CRDi KX-2 £31995 197 161 25 | degree of economic sense ★★★☆ | 1.5i SE-L Nav £19845 129 139 - 1.5i Sport £21845 129 139 - | E220 Bluetec SE £36060 168 133 34 E250 AMG Line £39770 208 147 39 |
| 2.2 CRDi KX-4 £41000 197 177 28 | 450h Luxury £48495 245 145 41 | 2.0i SE-L £20095 153 - 2.0i SE-L Nav £20695 153 - 2.0i Sport £22695 153 - 2.0i Sport Nav £23295 153 - | E250 CDI AMG Line £41250 201 145 40 E250 CDI SE £38755 201 143 39 E250 SE £37275 208 144 38 |
| KTM | 450h F Sport £51995 245 145 42 450h Premier £55495 245 145 41 RC-F 2dr coupé An also-ran in the segment, although | 2.0i Sport £22695 153 2.0i Sport Nav £23295 153 | E250 SE £37275 208 144 38 E300 BlueTEC Hybrid AMG Line £44165 201 119 44 E300 BlueTEC Hybrid SE £41670 201 119 44 |
| Expensive ★★★☆ | naturally-aspirated V8 is easy to like ★★★☆ | MCLAREN 650S 2dr coupé Extraordinary pace and handling. The | E350 Bluetec AMG Line £43015 248 159 44 |
| | 5.0 V8 Carbon £67995 471 251 50 | car the 12C should have been ★★★★ 3.8 V8 £195250 641 - 50 | E63 AMG S £85900 582 234 47 E-CLASS 2dr coupé A return to the old Merc qualities. |
| 2.0 ABT Sp.line 300 £59755 296 189 - | LOTUS ELISE 2dr open Pure sports car. Great chassis and | 650S SPIDER 2dr open More of the same although noisier – and better for it | Refined and relaxing ★★★☆ E200 AMG Line £38635 181 140 39 |
| | steering, low running costs ★★★☆ | 3.8 V8 £215250 641 - 50 P1 2dr coupé Other-worldly. As worthy of a place in | |
| flaws are just as obvious ★★★☆ 5.2 V10 LP 610-4 £180720 601 | 1.6 £29050 134 149 43 1.6 Sport £30650 134 149 43 | hypercar history as the F1 | E220 Bluetec AMG Line £39310 168 126 39 E250 CDI Bluetec AMG Line £40930 201 129 43 |
| | EXIGE 2dr coupé Sharp, uncompromising track car. | MERCEDES-BENZ | E350 Bluetec AMG Line £42625 228 149 46 E-CLASS CABRIOLET 2dr open Nice cabin, but |
| 6.5 LP700-4 £242280 690 398 - | Unforgiving on road ★★★☆ 3.5 V6 S £54610 345 236 47 | A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste ★★★☆ | ride isn't great. Six-pot engines best ★★☆☆ E200 AMG Line £42005 181 146 42 |
| DEFENDER 3dr 4x4 An institution. Unbeatable off | EVORA 2dr coupé Sublime combination of pliant ride and sweet handling ★★★☆ | A250 Engi'red by AMG 4MATIC £30910 208 154 34 | E400 AMG Line Plus £49795 329 185 48 E220 Bluetec SE £39985 168 127 41 |
| 90 2.2D Hard Top £23100 120 266 - | 3.5 V6 £53080 276 217 50 3.5 V6 +2 £54980 276 217 50 | A180 SE £20715 121 128 18 A180 Sport £21840 121 133 18 | E250 CDI AMG Line £44300 201 128 45 |
| | 3.5 V6 S £62290 345 229 50 | | S-CLASS 2dr coupé Heavyweight contender. |
| | | A45 AMG 4MATIC £38195 354 161 43 | Continent smothering luxury ★★★★☆ \$500 £96195 449 207 50 |
| road, crude on it ★★★☆☆ 110 2.2D Hard Top £25010 120 295 26 | MASERATI CHIRL I de calone Classes and anti-decision total | | \$63 AMG £125605 577 237 50 \$65 AMG £183075 621 279 50 |
| 110 2.2D Utility Wagon £27620 120 295 - | GHIBLI 4dr saloon Classy and entertaining but less polished than a 5-Series ★★★☆ 3.0 V6 £53575 325 223 50 | A180 CDI AMG Sport £24035 107 105 16 A200 CDI Sport £23860 134 118 20 A200 CDI AMG Sport £25110 134 121 21 | S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★ S500 Plug-in Hybrid £82965 436 65 50 |
| 110 2.20 S'Wagon £27620 120 295 27 110 2.20 County £29550 120 295 28 110 2.20 XS S'Wagon £33405 120 295 28 | 3.0 V6 S £64720 404 242 50 | AZZO CDI AMG Sport £25110 134 121 21 AZZO CDI AMG Sport £27760 168 115 25 | \$500 Filig-in Hybrid £88,965 436 65 50 \$500 L AMG Line £88,400 449 207 50 \$400 Hybrid L SE Line £70935 328 147 49 |
| 110 2.2D XS Utility Wagon £32405 120 295 - | 2.7100 211 130 30 | | \$400 Hybrid L AMG Line £74930 328 153 49 |



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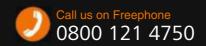
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|--|--|--|--|--|--|
| \$600 L AMG Line £140615 523 259 50 | 2.0D Cooper SD £23235 141 119 20 | | 308 SW 5dr estate Thoughtfully developed and very | 3.8 Targa 4S £97985 395 237 50 | 1.6 dCi 130 GT Line TomTom S-S £22245 128 104 20 MEGANE 3dr coupé Stylish but average in normal |
| \$65 AMG L £179995 621 279 50 | COUNTRYMAN 5dr 4x4 Big, but still more funky | 1.6 dCi 130 Tekna 4WD £28500 128 115 19 | well appointed but still no class leader ★★★☆ 1.2 PureTech 110 Access £17145 108 109 13 | 3.8 Turbo S £151782 552 231 50 | guise. R'sport excellent ★★★☆☆ |
| Maybach S600 £165700 501 274 50 S300 Bluetec Hybrid L AMG Line £72260 204 120 49 | | | 1.2 PureTech 110 Active £18845 108 109 13 1.2 PureTech 110 Allure £20045 81 111 13 | 918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★ ★ ★ ★ | 1.2 TCe 130 GT Line TomTom EDC £22245 113 119 15 1.2 TCe 115 Dyn' TomTom S-S £19345 113 119 15 |
| \$350 Bluetec AMG Line £67940 254 151 50 \$350 Bluetec L SE Line £66910 254 148 50 | | 1.2 DIG-T 115 N-tec £21700 113 129 14 1.2 DIG-T 115 N-tec + £22250 113 129 14 | 1.2 PureTech 130 Active £19595 128 109 14 1.2 PureTech 130 Allure £20795 128 115 15 | | 1.2 TCe 115 GT Line TomTom S-S £20845 113 119 15 1.6 WT 110 Dyn'que TomTom £18250 109 159 15 |
| S350 Bluetec L AMG Line £70940 254 154 50 CLS 4dr saloon Saloon-like practicality, coupe-like | | 1.2 DIG-T 115 Tekna £23800 113 129 14 1.6 DIG-T 163 N-tec £23200 161 138 14 | 1.6 BlueHDi 120 Active £20745 118 85 20 1.6 BlueHDi 120 Allure £21945 118 88 21 | utility vehicle in the purest sense ★★★★ | 2.0T Renaultsport 265 £25935 261 174 36 2.0T Renaultsport 275 Trophy £28930 271 174 36 |
| rewards ★★★☆ | 1.6D One 2WD £18135 89 111 13 | 1.6 DIG-T 163 N-tec + £23750 161 138 14 | 1.6 HDi 115 Active £20345 113 95 18 | 3.0 V6 S £45345 336 212 40 | 1.5 dCi 110 Dyn' TomTom S-S £20945 109 90 17 |
| 400 AMG Line £55855 328 170 50 63 AMG S £86510 577 231 50 | 1.6D Cooper ALL4 4WD £21165 110 123 16 | 1.6 DIG-T 163 Tekna £25300 161 138 14 1.5 dCi 110 Visia £20015 109 99 17 | 1.6 HDi 115 Allure £21545 113 100 18 1.6 HDi 92 Access £17845 91 99 15 | 3.0 V6 S Diesel £44871 254 164 39 | 1.5 dCi 110 GT Line TomTom S-S £22445 109 90 18 1.6 dCi 130 Dyn' TomTom S-S £21445 129 104 20 |
| 220 BlueTec AMG Line £46500 175 129 44 350 BlueTec AMG Line £49950 254 - 46 | | | 1.6 HDi 92 Active £19545 91 99 15 1.2 PureTech 130 GT Line £22345 128 115 16 | a great cabin. Soulless though ★★★★☆ | 1.6 dCi 130 GT Line TomTom S-S £22945 129 104 20 MEGANE CC2dr cc Not much fun to drive. Nice cabin, |
| CLS 5dr shooting brake Saloon-like practicality, coupé-like rewards ★★★☆ | MITSUBISHI | | 1.6 HDi 115 GT Line £23095 113 100 18 2.0 BlueHDi 150 Allure £22845 148 105 24 | | 1.4 TCe short on pace ★★☆☆ 1.2 TCe 130 Dyn'que TomTom £23800 118 169 19 |
| 63 AMG S £87010 577 231 50 220 BlueTec AMG Line £48080 175 129 44 | 15dr hatch Electric city transport. Fun, quirky but ludicrously expensive ★★★☆ | | 2.0 BlueHDi 150 GT Line £24395 148 105 26 2.0 BlueHDi 180 GT £26845 178 107 29 | | 1.2 TCe 130 GT Line TomTom £25300 118 169 19 1.5 dCi 110 Dyn'que TomTom £24545 109 124 17 |
| 350 BlueTec AMG Line £51400 254 162 47 GLA 5dr 4x4 Not the most practical crossover, but | MIEV Keiko £28554 63 0 27 MIRAGE 5dr hatch Straightforward hatchback, Not | easy win if you require seven seats ★★★☆ 1.6 dCi Visia 2WD £23195 128 129 19 | 508 4dr saloon Competent and likeable package, although lacks any real spark ★★★☆ | | 1.6 dCi 130 Dyn'que TomTom £25045 109 124 17 1.6 dCi 130 GT Line TomTom £26545 109 124 17 |
| good looking and very decent to drive ★★★☆ GLA250 AMG Line 4Matic £31295 208 154 34 | for the likes of us ★★★☆☆ 1.0 70 MIVEC 1 £9054 70 96 15 | 1.6 dCi Acenta 2WD £24995 128 129 19 | 2.2 HDi 200 GT £30645 201 140 37 1.6 e-HDi 115 Active Nav £22195 113 109 24 | | SCENIC 5dr mpv Still a class act. Well priced and equipped ★★★☆ |
| GLA45 AMG 4MATIC £44600 354 175 - GLA200 CDI Sport £26265 134 119 25 | 1.2 79 MIVEC 2 £11054 79 96 18 | 1.6 dCi n-tec 2WD £27645 128 129 19 | 1.6 e-HDi 115 Allure Nav £24295 113 111 25 2.0 HDi 140 Active Nav £22595 140 115 27 | 3.0D V6 £65639 247 169 46 | 1.2 TCe 130 Dyn. TomTom XMOD £22405 113 140 18 1.2 TCe 130 Dyn'que TomTom \$ £20905 113 140 18 |
| GLA200 CDI Sport 4Matic £29215 134 119 25 GLA200 CDI AMG Line £27210 134 119 25 | ASX 5dr hatch Engine sets a new standard, but | 1.6 dCi Tekna 2WD £29645 128 129 19 | 2.0 HDi 140 Allure Nav £24695 140 119 28 2.0 BlueHDi 150 Allure Nav £25795 148 101 30 | fun. Hybrid not entertaining ★★★☆ | 1.6 WT 110 Expr.+ XMOD £18165 109 178 19 1.6 WT 110 Dyn'que TomTom £19365 109 174 19 |
| GLA200 CDI 4Matic AMG Line £30215 134 119 25 GLA220 CDI Sport 4Matic £30645 168 129 28 | 1.6 2 2WD £15184 115 137 13 | 370Z 2dr coupé Great engine and poised handling. Lots of road noise ★★★☆ | 2.0 HDi 163 Allure Nav auto £26595 161 140 30 2.0 HDi Hybrid4 Allure Nav £31995 200 91 36 | 3.6 V6 £50271 296 215 - | 1.6 VVT 110 Dyn TomTom XMOD £19370 109 178 19 1.2 TCe 115 Dyn. TomTom S-S £20555 113 135 18 |
| GLAZZO CDI AMG Line 4Matic £31645 168 129 29 G-CLASS 5dr 4x4 Massively expensive and compro- | | 3.7 V6 Nismo £37585 345 248 46 | 508 SW 5dr estate As good as saloon, only better looking | 3.6 V6 GTS £73448 414 234 - | 1.2 TCe 115 Dyn. TomTom XMOD £20455 113 140 18 1.5 dCi 110 Dyn. TomTom S-S £21395 109 105 19 |
| mised, but with character to spare ★★★☆ | 2.2 DiD 4 4WD auto £24884 148 153 19 | 3.7 V6 GT £32525 323 248 46 | 1.6 e-HDi 115 Active Nav £23395 113 110 24 | 3.0 V6 Diesel £50846 258 179 45 | 1.5 dCi 110 Expr.+ XMOD £19945 109 128 19 |
| G350 BlueTEC £86445 208 295 - G63 AMG £129665 537 322 - | SHOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming ★★☆☆☆ | GT-R 2dr coupé Abenchmark. Great drive, brutal power, sensational value ★★★☆ | 2.0 BlueHDi 150 Allure Nav £27195 148 102 30 | | 1.5 dCi 110 Dyn TomTom XMOD £21395 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £22495 128 114 23 |
| GL-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too ★★★☆☆ | 3.2 Di-DC SG3 auto £34744 197 224 34 | 3.8 V6 2014 MY £78030 523 275 50 3.8 V6 Nismo £125000 523 275 50 | 2.0 HDi 140 Allure Nav £26095 140 125 28 | SAVVY 5dr hatch Compromise in quality isn't worth | 1.6 dCi 130 Dyn TomTom XMOD £22495 128 114 24 GRAND SCENIC 5dr mpv As above, but with seven |
| GL350 BlueTEC AMG Sport £60755 261 209 49 GL63 AMG £93360 549 288 50 | OUTLANDER 5dr 4x4 Practical and efficient, | NOBLE | 2.0 HDi 163 Allure Nav auto £27995 161 144 30 2.2 HDi 200 GT £32045 201 144 37 | 1.2 Style £7995 75 134 8 | seats. Nice cabin and ride ★★★☆ 1.2 TCe 130 Dyn. TomTom S-S £22125 113 140 19 |
| SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster $\star \star \star \star \star$ | although very ordinary inside ★★★☆ 2.0 PHEV GX3h £33304 200 44 26 | M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling ★★★★ | 2008 5dr hatch Efficient and well-mannered but short on space and style ★★★☆ | unjustifiable ★★☆☆☆ | 1.2 TCe 115 Dyn. TomTom S-S £21775 113 140 19 1.6 VVT 110 Dyn'que TomTom £20590 109 178 19 |
| 200 CGI BlueEff Sport £34750 181 158 41 250 CGI BlueEff Sport £38710 201 169 44 | | | 1.2 VTi 82 Access + £13195 81 114 10 1.2 VTi 82 Active £14295 81 114 11 | | 1.5 dCi 110 Dyn. TomTom S-S £22615 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £23715 128 114 24 |
| 350 CGI BlueEff Sport £44610 302 167 45 SLK55 AMG £55350 416 195 47 | | ION 5dr hatch Good electric powertrain, comically | 1.2 VTi 82 Allure £15595 81 114 11 1.6 VTi 120 Allure £16750 118 135 20 | **** | KADJAR 5dr mpv A Oashqai in Renault clothes. Lower prices make it a fine alternative ★★★☆ |
| SLK250 CDI £33150 201 132 42 SLK250 CDI AMG Sport £37150 201 132 43 | | expensive ★★☆☆ 63 £26216 63 0 28 | 1.6 VTi 120 Feline Calima £18150 118 135 19 1.6 VTi 120 Feline Mistral S-S £18450 118 135 19 | | 1.2 TCe 130 Expr. + £17995 118 1.2 TCe 130 Dyn'que Nav £19695 118 |
| SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best. ★★★★ | 2.2 DI-D GX4 4WD £30684 148 140 24 2.2 DI-D GX4s 4WD Au £34234 148 153 22 | 66 UK drive £26216 63 0 28 108 3dr hatch Sister car to the Aygo. And distant | 1.4 HDi 70 Access + £14495 67 104 10 1.4 HDi 70 Active £15595 67 104 10 | ★☆☆☆ 1.3 GLS £9195 74 164 10 | 1.2 TCe 130 Dyn'que S Nav £20495 118 1.2 TCe 130 Signature Nav £21695 118 |
| \$1400 AMG Sport £72505 329 178 50 \$1500 AMG Sport £81920 429 212 50 | | second to most city car rivals ★★★☆☆ | 1.6 e-HDi 92 Active S-S £16245 91 103 17 1.6 e-HDi 92 Active EGC S-S £16845 91 98 17 | 1.6 GSX ecoLogic £11195 110 170 16 | |
| SL63 AMG £112520 557 231 50 SL65 AMG £170825 621 270 50 | 3 WHEELER Odr open Eccentric, uniquely English | 1.0 Active £9595 68 95 6 1.0 Active Top £10595 68 95 7 | 1.6 e-HDi 92 Allure S-S £17745 91 103 18 1.6 e-HDi 92 Feline Calima £19145 91 103 17 | RADICAL SR3 2dr coupé Spectacular on the track; not so good | 1.5 dCi 110 Dyn'que S Nav £22395 108 |
| AMG GT 2dr coupé Clever and handsome replacemen for the SLS. Different, but very good ★★★☆ | | 1.0 Active S-S £9845 68 88 6 1.0 Active S-S Top £10845 68 88 7 | 1.6 e-HDi 92 Feline Mistral £19445 91 103 17 1.6 e-HDi 115 Allure S-S £18345 113 105 20 | on the way home ★★★☆ | 1.6 dCi 130 Dyn'que Nav |
| 4.0 V8 £97200 456 216 50 4.0 V8 £110500 503 219 50 | | 1.2 VTi Allure £11095 81 99 11 1.2 VTi Allure Top £12095 81 99 11 | 1.6 e-HDi 115 Feline Calima SS £19745 113 105 20 1.6 e-HDi 115 Feline Mistral S £20045 113 105 20 | | 1.6 dCi 130 Dyn'que S Nav £23595 128 1.6 dCi 130 Dyn' S Nav 4WD £25095 128 |
| CL 2dr coupé Comfortable big coupe. More GT than sports car ★★★☆ | kerbside status, but pricey ★★☆☆ 4.8 V8 £126900 390 269 - | 1.2 VTi Feline £11945 81 99 11 108 5dr hatch Sister car to the Aygo. And distant | 3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch ★★★☆ | TWIZY 2dr hatch Zany solution to personal mobility. | 1.6 dCi 130 Signature Nav £24795 128 1.6 dCi 130 Signature Nav 4WD £26295 128 |
| CL500 £95545 429 227 50 CL63 AMG £118885 536 244 50 | 4-4 2dr open Has its appeal, but not so rewarding to | second to most city car rivals ★★★☆☆ | 2.0 HDi 163 Allure Au £25050 161 145 23 1.6 VTi 120 Access £17550 118 155 17 | EV 13kW Urban £6895 17 0 10 | ROLLS-ROYCE |
| CL65 AMG £164840 621 334 50 M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. | 1.6 £31500 110 | 1.0 Active Top £10995 68 95 7 1.0 Active S-S £10245 68 88 6 | 1.6 VTi 120 Active £19250 118 155 17 1.6 VTi 120 Allure £21200 118 155 17 | ZOE 5dr hatch Far more practical zero emission solution. Attractive price ★★★☆ | GHOST 4dr saloon The best driver's car in the stable. Fabulously indulgent ★★★★☆ |
| proper Merc SUV ★★★☆ ML350 BlueTEC SE Exec £51340 254 189 43 | finesse, but still charming ★★☆☆☆ | 1.0 Active S-S Top £11245 68 88 7 | 1.6 THP 156 Allure £22050 154 154 23 1.6 HDi 115 Access £19345 113 125 18 | Expr. £18443 87 0 15 | 6.6 V12 £200500 563 317 - 6.6 V12 EWB £230000 563 317 - |
| ML63 AMG £87005 536 276 50 ML250 BlueTEC SE Exec £48190 201 165 38 | | | 1.6 HDi 115 Active £20795 113 125 18 1.6 HDi 115 Allure £22745 113 127 18 | | PHANTOM 4dr saloon Opulence befitting the price tag. Benchmark ride quality ★★★☆ |
| ML250 BlueTEC AMG Line £50850 201 165 38 ML350 BlueTEC AMG Line £54000 254 189 43 | needs better brakes ★★☆☆☆ | 208 3dr hatch Big improvement for Peugeot, if not the supermini class ★★★☆ | | packaged - but not the class leader ★★★☆☆ | 6.8 V12 £285200 453 347 - 6.8 V12 EWB £336700 453 380 - |
| V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag ★★★☆ | 3.7 V6 £45900 280 PLUS EIGHT 2dr open Olde V8 charm lives on, but | 1.0 VTi Access £10195 67 99 5 1.0 VTi Access + £11445 67 99 6 | | | PHANTOM 2dr coupé Opulence befitting the price tag. Benchmark ride quality ★★★☆ |
| V220 SE £41845 161 149 - V220 Sport £44340 161 149 - | requires oodles of cash ★★★☆ 4.8 V8 £85200 367 | 1.2 VTi Access + £11945 81 104 8 | 2.0 HDi Hybrid 4 Active £27245 197 85 30 | CAPTUR 5dr hatch On message compact crossover. | 6.8 V12 £313200 453 377 - PHANTOM 2dr open Opulence befitting the price tag. |
| V220 Extra Long SE £43380 161 149 - V220 Extra Long Sport £45875 161 149 - | NISSAN | 1.2 VTi Allure £14295 81 104 8 | 2.0 HDi Hybrid 4 Allure £28245 197 99 31 5008 5dr mpv Well resolved ride and handling with a | 0.9 TCe Expr.+ £14295 89 115 9 | Benchmark ride quality ★★★☆ 6.8 V12 Drophead £332400 453 377 - |
| V250 SE £43520 161 157 - V250 Sport £46015 161 157 - | MICRA 5dr hatch Low running costs but below average overall ★★☆☆ | 1.6 THP 156 XY £18150 154 135 26 | | 0.9 TCe 90 Dyn'que S Media N £16795 89 115 10 | WRAITH 2dr coupé 6.6 V12 £230320 642 327 50 |
| V250 Extra Long SE £45055 161 157 - V250 Extra Long Sport £47550 161 157 - | | 1.4 HDi Access+ £13245 67 98 11 | | | SEAT |
| MG | 1.2 DIG-S Visia £12045 97 95 10 | 1.4 HDi Style £14945 67 98 10 | 1.6 e-HDi 115 Active EGC £23495 113 123 17 | 1.5 dCi 90 Dyn'que Media Nav £16995 89 95 12 | MII 3dr hatch Predictably not quite as good as the VW Up. Cheaper, though ★★★☆ |
| MG3 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price ★★☆☆ | 1.2 DIG-S Tekna £14445 97 99 11 | 1.6 e-HDi 92 Allure £16245 91 95 17 | 1.6 HDi 115 Access £21045 113 124 16 | CLIO 5dr hatch Attractive, nice to drive and practical. | 1.0 60 S £8195 59 105 1 1.0 60 S AC £8705 59 105 1 |
| 1.5 3Time £8399 105 136 4 1.5 3Form £9299 105 136 4 | compelling package. High CO2 ★★★☆☆ | 1.6 e-HDi 92 XY £17895 91 95 16 1.6 e-HDi 115 XY £18545 113 99 20 208 5dr hatch Big improvement for Peugeot, if not the | 1.6 HDi 115 Allure £24550 113 135 16 | | 1.0 60 SE £9630 59 105 1 1.0 60 Toca £9995 59 105 1 1.0 60 Ecomotive £9530 59 96 1 |
| 1.5 3Form Sport £9549 105 136 4 1.5 3Style £9999 105 136 4 MG6 4dr saloon Good dynamics and space. Poor finist | 1.2 DIG-T Acenta Premium £16720 114 129 12 | supermini class ★★★☆ | 2.0 HDi 163 Active auto £24950 161 149 20 | 1.2 75 Expr. £11145 75 127 7 | 1.0 60 Ecomotive £9530 59 96 1 1.0 75 SE auto £10760 74 105 2 1.0 75 Sport £10380 74 108 2 |
| and running costs ★★☆☆☆ | 1.6 Visia £13620 93 138 12 | 1.0 VTi Access + £12045 67 99 6 | | 1.2 75 Dyn'que Media Nav £13675 75 127 8 | MII 5dr hatch Predictably not quite as good as the VW Up. Cheaper, though ★★★☆☆ |
| 1.9 DTi Magnette TSE £21195 148 129 14 MG6 5dr hatch Good dynamics and space. Poor finish | 1.6 DIG-T 190 Tekna £19200 188 159 21 | 1.2 VTi Active £13495 81 104 8 | Peugeot's got its mojo back ★★★☆ | 0.9 TCe 90 Eco Expr. + £13925 89 99 9 | 1.0 60 S £8545 59 105 1 1.0 60 S AC £9055 59 105 1 |
| and running costs ★★☆☆ 1.8 TCI GT S £15455 158 174 13 | 1.5 dCi Visia £15520 109 104 13 | 1.2 VTi Allure £14695 81 104 8 | 1.6 THP 156 GT £24750 154 149 28 | 0.9 TCe Eco Dyn'que Media Nav £14925 89 99 9 | 1.0 60 SE £9980 59 105 1 1.0 60 Toca £10345 59 105 1 |
| | 1.5 dCi Acenta Premium £18115 109 104 13 | 1.6 VTi Allure auto £16850 118 149 14 | 1.6 THP 270 R £32250 266 145 42 | 1.6 Renaultsport 200 £19145 197 144 29 | 1.0 60 Ecomotive £9880 59 96 1 1.0 75 SE auto £11110 74 105 2 |
| 1.9 DTi GT S £16995 148 129 13 | | | 2.0 HDi 163 GT £26600 161 130 30 | 1.5 dCi 90 Eco Expr. + £15225 89 83 13 | 1.0 75 Sport £10730 74 108 2 IBIZA 3dr hatch Sharp looks and handling. Cupra |
| 1.9 DTi GT TSE £20195 148 129 14 | 1.2 Visia £12130 78 109 6 | | PORSCHE BOXSTER 2dr open Honed, toned and cosmetically | 1.5 dCi 90 Eco Dyn'q Media Nav £16225 89 83 13 | needs a manual ★★★☆ 1.2 12v 70 S A-C £11410 69 125 5 |
| MINI HATCH 3dr hatch Has matured very satisfyingly into | 1.2 Acenta Premium £14465 78 109 6 | | enhanced. Scarily brilliant ★★★★☆ | MEGANE 5dr hatch Stylish and refined but bland. | 1.4 85 SE £12545 84 139 9 1.4 85 Toca £12870 84 139 11 |
| its larger footprint . A real contender ★★★★ 1.2 One £13955 102 108 12 | 1.2 DIG-S Acenta Premium £15565 97 99 10 | 1.6 e-HDi 115 Feline £18695 113 99 19 | 3.4 \$ £48553 311 211 43 | 1.2 TCe 130 GT Line TomTom EDC £21470 113 119 15 1.2 TCe 115 Expr. + S-S £17570 113 119 14 | 1.2 TSI 105 SE DSG £14185 104 124 12 |
| 1.5 Cooper £15505 134 105 18 2.0 S Cooper £18840 189 133 26 | | appointed but still no class leader ★★★☆ 1.2 PureTech 82 Access £14995 81 117 9 | CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure ★★★★ | 1.2 TCe 115 Dyn' TomTom S-S £18570 113 119 14 1.2 TCe 115 GT Line S-S £20070 113 119 15 | |
| 1.5 D Cooper £16635 114 92 15 | | 1.2 PureTech 110 Active £17945 108 105 13 1.2 PureTech 110 Allure £19145 81 107 13 | | 1.6 110 Expr.+ £16750 109 159 14 1.6 110 Dyn'que TomTom £17750 109 159 15 | 1.4 TSI 140 ACT FR Edition £16110 138 109 22 1.4 TSI 180 Cupra DSG £18980 178 139 27 |
| 2.0 SD Cooper £19655 168 106 23 HATCH 5dr hatch Additional door hardly adds charm. | mile range ★★★☆☆ | | 3.4 GTS £56092 335 211 43 911 2dr coupé The best just got better. Still more than | 1.5 dCi 110 Expr.+ S-S £18245 109 90 16 1.5 dCi 110 Dyn' TomTom S-S £19245 109 90 17 | 1.2 TDI 75 S A-C Ecomotive £13830 74 92 7 |
| Bottom line embellished nevertheless ★★★☆ 1.2 One £14565 102 112 12 | 80kw Visia £26490 107 0 23 | 1.2 PureTech 130 GT Line £21445 128 110 16 | | | 1.6 TDI 105 SE £14910 104 112 14 |
| 1.5 Cooper £16105 134 109 18 2.0 S Cooper £19440 189 136 26 | 80kw Acenta £28590 107 0 23 | 1.6 HDi 92 Access £16945 91 93 15 | 3.8 Carrera S £84240 395 223 47 | | 2.0 TDI 143 FR £17085 141 123 22 |
| 1.5 D One £15675 94 92 11 1.5 D Cooper £17235 114 95 15 | appeal goes no deeper than that ★★★☆☆ | 1.6 Blue HDi 120 Active £19845 118 82 22 | 3.8 Turbo £121523 514 227 48 | | needs a manual ★★★☆☆ |
| 2.0 SD Cooper £20255 168 109 23 PACEMAN 3dr coupé Two-door Countryman a Mini | 1.2 DIG-T 115 Acenta £17645 114 117 10 | 1.6 HDi 115 Active £19445 113 95 18 | 3.8 GT3 £101695 468 289 48 | 1.2 TCe 130 GT Line TomTom EDC £22470 113 119 15 1.2 TCe 115 Dyn'que TomTom S-S £19570 113 119 14 | 1.4 85 SE £13095 84 139 9 |
| too far for us. Tough to like ★★★☆ 1.6 Cooper £19115 121 137 16 | | 1.6 HDi 115 GT Line £22195 113 100 18 | 911 CABRIOLET 2dr open The best just got better. Still more than worthy of its iconic status ★★★★ | 1.2 TCe 115 GT Line TomTom S-S £21070 113 119 15 1.6 WYT 110 Expr.+ £17750 109 159 14 | 1.2 TSI 105 SE DSG £14735 104 124 12 |
| 1.6T Cooper S | 1.5 dCi 110 Acenta £19245 109 94 11 | 2.0 Blue HDi 150 GT Line £23495 148 97 26 | 3.8 Carrera S £93129 395 228 50 | 1.6 VVT 110 Dyn'que TomTom £18750 109 159 15 1.5 dCi 110 Expr. + S-S £19245 109 90 16 | 1.2 TSI 105 FR DSG £15835 104 124 12 |
| 1.6T John Cooper Works £29575 208 165 34 1.6D Cooper D ALL4 £21645 110 123 14 | | 2.0 Blue HDi 180 GT £25945 178 103 29 | 3.4 Targa 4 £87720 345 223 49 | 1.5 dCi 110 Dyn'que TomTom S-S £20245 109 90 17 1.5 dCi 110 GT Line TomTom S-S £21745 109 90 18 | 1.4 TSI 140 ACT FR Edition £16660 138 109 22 |
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| 1.6 TDI 105 SE £1540 1.6 TDI 105 FR £1640 | 60 104 112 14 60 104 112 14 | 1.2 TSI 90 SE 1.2 TSI 90 SE L | £14595 £15385 | 89 107 8 89 107 8 | 1.2 TSI 105 S 1.2 TSI 105 Outdoor S | £16915 £16915 | 103 142 13 103 142 13 |
| 2.0 TDI 143 FR £1763 IBIZA 5dr estate Rivals are more pr fun ★★ | | 1.4 TDI 90 S | £15090 | 04 97 12 89 94 10 89 94 10 | 1.2 TSI 105 SE 1.2 TSI 105 Outdoor SE 1.2 TSI 105 Eleg. | £18425 £18425 £20250 | 103 142 13 103 142 13 103 142 14 |
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| 1.4 85 Toca £1413 1.2 TSI 105 SE DSG £1543 1.2 TSI 105 FR £1544 | 35 103 124 12 | 1.6 TDI 90 Eleg. | £17715 1 | 03 114 16 03 114 13 03 99 13 | 1.6 TDI 105 S GreenLine II 1.6 TDI 105 Outdoor S GreenLin 1.6 TDI 105 SE GreenLine II | £18405 £18405 £19915 | 103 119 14 103 119 14 103 119 14 |
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| 1.6 TDI 105 SE £1610 1.6 TDI 105 FR £1710 TOLEDO 5dr hatch Makes practical | 60 104 112 14 | 1.2 TSI 86 S | £14140 | 74 137 7 84 119 10 84 119 10 | 2.0 TDI 110 Outdoor S 2.0 TDI 110 Outdoor S 4WD 2.0 TDI 110 SE | £18255 £19895 £19765 | 109 134 14 109 154 14 109 134 14 |
| | ★☆☆ | 1.2 TSI 86 GreenTech S | £14390 | 84 114 10 84 114 10 | 2.0 TDI 110 Outdoor SE 2.0 TDI 110 Eleg. | £19765 £21590 | 109 134 14 109 134 14 |
| 1.2 TSI 105 S £1529 1.2 TSI 105 SE £165 | 15 104 118 14 | 1.2 TSI 105 Eleg. | £16540 1 | 04 125 13 04 125 13 | 2.0 TDI 110 Outdoor Eleg. 2.0 TDI 140 Outdoor SE 4WD | £21590 £22230 | 109 134 14 138 152 18 |
| 1.4 TSI 122 SE DSG £179 1.6 TDI 105 CR S Ecomotive £171! 1.6 TDI 105 CR SE Ecomotive £183 | 50 104 104 15 | 1.2 TSI 105 GreenTech Eleg. | £16790 1 | 04 118 13 04 118 13 04 125 15 | 2.0 TDI 140 Outdoor Eleg. 4WD 2.0 TDI 140 Outdoor L&K 4WD 2.0 TDI 170 Outdoor Eleg. 4WD | £24165 £27495 £24840 | 138 152 19 138 164 19 168 149 22 |
| LEON 3dr hatch Sharp looks and ha the Golf's quality, but good value ** | ındling. Back from | 1.4 TSI 122 SE DSG | £17585 1 | 20 134 16 20 134 16 | 2.0 TDI 170 Outdoor L&K 4WD | £27070 | 168 149 22 |
| 1.6 TDI 110 SE Ecomotive £1967 1.2 TSI 110 S £158 | 25 108 87 14 15 108 114 13 | 1.4 TSI 122 GreenTech SE DSG 1.4 TSI 122 GreenTech Eleg. | £17705 1 £18455 1 | 20 127 18 20 127 18 | SMART FORTWO 3dr hatch A bette | | |
| 1.2 TSI 110 SE £169: 1.4 TSI 125 SE £175: 1.4 TSI 150 FR £1970 | 35 123 120 16 | 1.6 TDI 105 SE | £17540 1 | 03 114 16 03 114 15 03 114 15 | there's no new reason to buy it 0.9 90 Passion 0.9 90 Prime | £11720 £12415 | 89 97 89 97 |
| 1.8 TSI 180 FR £2074 2.0 TSI 265 Cupra £2596 | 40 178 137 25 | 1.6 TDI 105 GreenTech SE | £17790 1 | 03 106 15 03 106 15 | 0.9 90 Proxy 1.0 70 Passion | £12415 £11125 | 89 97 70 93 |
| 2.0 TSI 280 Cupra £272 1.6 TDI CR 105 S £175 | 10 276 154 33 15 104 99 13 | RAPID SPACEBACK 5dr es makes most sense of Rapid's skin | tate Estati ny body★→ | e shape ★★☆☆ | 1.0 70 Prime 1.0 70 Proxy | £11820 £11820 | 70 93 70 93 |
| 1.6 TDI CR 105 SE £186: 2.0 TDI CR 150 SE £199: | 85 148 106 19 | 1.2 TSI 105 Greentech Eleg. | £16890 1 | 04 125 14 | FORFOUR 5dr hatch Four of more mainstream. Still expensive 1.0.70 Page 100. | e, though 🤊 | **** |
| 2.0 TDI CR 150 FR £215; 2.0 TDI CR 184 FR £225; LEON 5dr hatch Sharp looks and ha | 20 181 109 26 | 1.2 TSI 105 SE | £16180 1 | 04 118 15 04 125 14 84 114 12 | 1.0 70 Passion 1.0 70 Prime 1.0 70 Proxy | £11620 £12315 £12315 | 70 97 70 97 70 97 |
| the Golf's quality, but good value ** 1.6 TDI 110 SE Ecomotive £199 | *** | 1.2 TSI 86 Greentech SE | £15730 | 84 114 12 84 119 11 | 1.0 70 Edition 1 0.9 90 Passion | £13365 £12215 | 70 97 · 89 99 · |
| 1.2 TSI 110 S £161 1.2 TSI 110 SE £172 | 35 108 114 13 | 1.4 TSI 122 Eleg. DSG | £18445 1 | 84 119 12 20 134 18 | 0.9 90 Prime 0.9 90 Proxy | £12910 £12910 | 89 99 89 99 |
| 1.4 TSI 125 SE £178: 1.4 TSI 150 FR £2000 1.8 TSI 180 FR £2104 | 00 148 109 20 | 1.4 TSI 122 G'tech Eleg. DS | £18565 1 | 20 127 18 20 127 18 20 134 17 | 0.9 90 Edition 1 SSANGYONG | £14315 | 89 99 |
| 2.0 TDI CR 184 FR £2282 2.0 TSI 280 Cupra £2751 | 20 181 109 26 | 1.6 TDI 105 Eleg. | £18390 1 | 03 114 16 03 106 16 | KORANDO 5dr hatch Good class standards | for a Ssan | |
| 1.6 TDI CR 105 S £178 1.6 TDI CR 105 SE £1893 | 15 104 99 13 35 104 99 13 | 1.6 TDI 105 Greentech SE 1.6 TDI 105 S | £18180 1 £16950 1 | 03 106 16 03 114 15 | 2.0d SE 2WD 2.0d SE4 4WD | £14995 £16495 | 147 147 19 147 157 19 |
| 2.0 TDI CR 150 SE £2026 2.0 TDI CR 150 FR £218: | 30 148 106 20 | 1.6 TDI 90 GreenLine | £17355 | 03 114 16 | 2.0d ELX4 4WD TIVOLI 5dr hatch Trails the | | |
| LEON 5dr estate Sharp looks and hi the Golf's quality, but good value ★★ 1.2 TSI 105 S £1661 | *** | 1.6 TDI 90 GreenTech SE | £17530 | 89 106 14 89 106 14 89 114 13 | small crossover - but not by muo 1.6 D EX 4WD 1.6 SE | £17100 £12950 | 113 113 · 126 149 · |
| 1.2 TSI 105 SE £1779 1.4 TSI 140 FR £2039 | 95 104 114 13 | 1.6 TDI 90 SE 1.6 TDI 90 Eleg. | £17280 8 £17740 8 | 89 114 14 89 114 14 | 1.6 ELX | £15600 £16000 | 126 149 126 149 |
| 1.4 TSI 140 SE £188/ 1.6 TDI 110 SE Ecomotive £2093 | 20 108 87 14 | OCTAVIA 5dr hatch Extender Octavia an even more practical ch | noice ★ 🖈 | ★ ★☆ | 1.6 D SE 1.6 D EX | £14200 £15850 | 113 113 - |
| 1.6 TDI CR 105 S £188 1.6 TDI CR 105 SE £1993 1.8 TSI 180 FR £2203 | 30 104 99 13 | 1 2 TSI 105 S | £16525 1 | 04 114 13 | 1.6 D ELX 1.6 D ELX 4WD REXTON W 5dr 4x4 Rugge | £17250 £19500 d seven-se | 113 113 - 113 113 - ater makes |
| | 25 148 106 20 | 1.4 ISI 140 SE | £19075 1 | 38 121 18 38 121 19 | short work of mud. larmac more 2.0 SX | £21995 | 155 196 |
| 2.0 TDI CR 184 FR £238' 2.0 TDI 150 SE X-Perience £2438 | 85 148 129 19 | 2.0 TSI 220 vRS | £23830 2 | 178 135 25 217 142 29 | 2.0 EX TURISMO 5dr mpv Incredit | ly ungainly | 155 196 but offers |
| 2.0 TDI 150 SE Tech X-Perience £263i 2.0 TDI 184 SE Tech X-Perience £288i ALTEA 5dr hatch Short on interior f | 70 181 129 23 | 1.6 TDI 105 SE | £18575 1 £19925 1 £21625 1 | 04 99 13 | huge real estate for the money 2.0D S 2.0D ES | £17995 | 155 199 27 155 199 27 |
| visibility. Well-judged drive 🔭 🖈 🖈 | * ☆☆ | 1.6 TDI 110 Greenline 1.6 TDI 110 SE Business Greenl | £20225 1 £20225 1 | 08 90 15 08 90 19 | 2.0D EX | £23995 | 155 212 29 |
| XL 1.6 TDI 105 i-Tech Ecomotiv £161 | | 2.0 TDI 150 SE Business | £20535 1 | 48 106 20 | SUBARU FORESTER 5dr 4x4 Solid, s | | |
| ALHAMBRA 5dr mpv Practical, rel | | 2.0 TDI 150 Laurin & Klement | £26465 1 | 48 106 20 48 107 22 81 115 26 | unsexy 2.0i XE 2.0i XE Premium | | 147 160 23 147 160 23 |
| 2.0 TDI 140 Ecomotive S £2563 | 30 138 146 18 | OCTAVIA 5dr estate Extende Octavia an even more practical ch | ed wheelbase | e makes the | 2.0i XT Turbo CVT | £30995 | 237 197 34 145 150 24 |
| 2.0 TDI 140 Ecomotive I-TECH £2863 2.0 TDI 140 Eco' SE Lux £3090 | 30 138 146 18 00 138 146 18 | 1.6 TDI 105 Eleg. 4x4 1.6 TDI 105 SE 4x4 | £23880 1 £22180 1 | 04 119 14 04 119 13 | 2.0d XC Premium | £29495 | 145 156 25 145 156 25 |
| 2.0 TDI 177 SE £2875 2.0 TDI 177 SE Lux £3242 | 20 138 158 22 | | £21425 1 | 08 90 15 | XV 5dr 4x4 No nonsense cros enough sense 2.0i SE | *** | |
| SKODA CITIGO 3dr hatch The VW Up in entr | | 2.0 TDI 150 Eleg. 4x4 | £24780 1 | 48 124 20 | 2.0i SE Premium 2.0D SE | £23995 | 148 160 22 |
| format ★★ 1.0 60 S £8275 | r★★☆ 5 59 105 1 | 2.0 TDI 150 SE Business 1.2 TSI 105 S | £21735 1 £17330 1 | 48 106 19 04 117 13 | 2.00 SE Premium OUTBACK ESTATE 5dr 4x | £25995 4 Accepta | 144 146 27 able in isolatio |
| | 70 59 105 2 | 1.4 TSI 140 SE | £19880 1 | | but no benchmark 2.5i SE Lineartronic | £28495 | 163 161 19 |
| 1.0 60 Greentech SE £949! 1.0 60 Greentech Eleg. £100' 1.0 75 Greentech Eleg. £104 | 10 59 95 1 | 1.8 TSI 180 Laurin & Klement | | | 2.5i SE Premium Lineartronic 2.0D SE 2.0D SE Premium | £27995 | 148 145 22 148 145 23 |
| CITIGO 5dr hatch The VW Up in entr format ★★ | ry-level Skoda ★★☆ | 1.6 TDI 105 S 1.6 TDI 105 SE | £19380 1 £20730 1 | 04 99 13 04 99 13 | WRX STI 4dr saloon Appeal behind the times all at once | ingly old fa ★★★ | ashioned and ★☆ |
| 1.0 60 S £8629 1.0 60 SE £9489 | 5 59 105 1 | 2.0 TDI 150 SE | £21735 1 | 04 99 14 48 106 19 | 2.5 STI BRZ 2dr coupé The GT-86's h | alf brother | |
| 1.0 60 Greentech SE £9845 | 5 59 95 1 | 2.0 TDI 150 Eleg. | £23330 1 | 48 125 - 48 110 20 48 107 22 | good in Subaru blue. Cheaper, to 2.0i SE 2.0i SE Lux | £22495 | 197 181 30 197 181 31 |
| | 50 74 98 2 | 2.0 TDI 150 Laurin Klement 4x4 | £29115 1 | 48 122 21 81 129 - | SUZUKI | 220770 | 171 101 31 |
| as likeable an all-rounder as you'll find 7 1.0 60 S £106 | ★★★☆ 00 59 106 2 | 2.0 TDI 184 vRS ROOMSTER 5dr mpv Quirky | £25275 1 looks, talen | 81 117 26 ted package, | | *** | ** |
| 1.0 75 SE £1282 | 60 74 108 4 20 74 108 3 10 74 108 3 | 1.2 S 1.2 SE | £13575 | 69 143 5 | 1.0 AGS SZ4 1.0 Dualjet SZ3 1.0 SZ2 | £9799 £8499 £6999 | 68 99 68 84 68 99 |
| 1.2 TSI 90 SE £134 1.2 TSI 90 SE L £1424 | 50 89 107 8 40 89 107 8 | 1.2 TSI 85 S 1.2 TSI 85 SE | £12750 £14135 | 84 134 9 84 134 9 | 1.0 SZ3 1.0 SZ4 | £7999 £8999 | 68 99 68 99 |
| 1.2 TSI 110 S DSG £1374 1.2 TSI 110 SE £1410 | 40 108 109 13 00 108 110 12 | 1.2 151 85 SCOUT 1 2 TSI 105 S auto | £14685 1 | 84 134 9 04 134 12 | SWIFT 3dr hatch Cute looks | and rewar | ding handling. ★☆ |
| 1.4 TDI 90 S £140 | 90 108 110 12 90 89 93 12 50 89 93 10 | 1.2 TSI 105 SE 1.2 TSI 105 Scout | £14800 1 £15350 1 | 04 134 12 04 134 12 74 109 9 | 1.2 \$23 | £8999 £10599 £11699 | 93 116 11 93 116 11 93 116 11 |
| 1.4 TDI 90 SE L £1624 1.4 TDI 105 SE L £1684 | 40 89 93 11 | 1.6 TDI CR 90 SE 1.6 TDI CR 90 Scout | £15415 £15965 | 89 124 11 89 124 11 | | £13999 | 134 147 19 |
| FABIA 5dr estate 1.0 75 S £1246 | 60 74 109 4 | 1.6 TDI CR 105 SE 1.6 TDI CR 105 Scout | £15640 1 £16190 1 | 04 124 13 04 124 13 | Sport is excellent fun 1.2 SZ3 4x4 | ★★★ £12099 | ★☆ 93 116 11 |
| 1.0 75 SE £139 1.0 75 SEL £147 | 65 74 109 3 55 74 109 3 | YETI 5dr 4x4 Useful, versatile and engines | cabin. Good | l handling ∀ ☆ | 1.2 SZ4 4x4 1.2 SZ2 | £9499 | 93 116 11 93 116 11 |
| 1.2 TSI 110 S DSG £1474 | 40 108 109 13 | 1.6 TDI 105 Outdoor SE B'nes G | £19915 1 | U3 119 14 | 1.4 343 | £11099 | 93 116 1 |

| lebo | | П | | dno | lebo | | | | dnou |
|--|----------------------|----------------|--------------------|-----------------|---|-----------------------|---------------|----------------------|-----------------|
| Make and Model | | | g/km | Insurance group | and Mode | | | Ę, | Insurance group |
| Make | Price | Bhp | CO ₂ g/ | nsura | Make a | Price | Bhp | CO ₂ g/km | nsura |
| 2.0 TDI 110 Outdoor SE 4WD | £21405 | 109 | 154 | 14 | 1.2 SZ4 | £12199 | 93 | 116 | 11 |
| 2.0 TDI 140 Outdoor SE Bness 4 1.2 TSI 105 S | £22230 £16915 | 103 | 152 142 | 13 | 1.6 Sport SX4 S-CROSS 5dr hatch | £14499 Not clas | s-lead | ling, b | |
| 1.2 TSI 105 S 1.2 TSI 105 Outdoor S 1.2 TSI 105 SE 1.2 TSI 105 SE | £16915 £18425 | 103 | 142 142 | | | | 118 | <u>☆</u> 3 127 | 13 |
| 1.2 TSI 105 Outdoor SE 1.2 TSI 105 Eleg. 1.2 TSI 105 Eleg. 1.2 TSI 105 Outdoor Eleg. 1.8 TSI 160 Outdoor L&K 4WD 1.6 TDI 105 S GreenLine II | £18425 £20250 | 103 | 142 | 13 14 | very worthy crossover also-ran 1.6 523 1.6 527 1.6 525 Allgrip 1.6 DDIS 523 1.6 DDIS 524 1.6 DDIS 527 Allgrip 1.6 DDIS 527 Allgrip 1.6 DDIS 527 Allgrip 1.6 DDIS 525 Allgrip VITARA 5dr 4x4 Utterly wo Drives better than most | £17999 £20249 | 118 | 3 127 3 127 | 13 |
| 1.2 TSI 105 Outdoor Eleg. | £20250 | 103 | 142 | 14 | 1.6 SZ5 Allgrip | £22049 | 118 | 3 135 | 14 |
| 1.2 TSI 105 Outdoor Eleg. 1.8 TSI 106 Outdoor L&K 4WD 1.6 TDI 105 S GreenLine II 1.6 TDI 105 Outdoor S GreenLine 1.6 TDI 105 SE GreenLine II 1.6 TDI 105 SE GreenLine 1.6 TDI 105 Outdoor SE GreenLi 1.6 TDI 105 Outdoor SE GreenLi 1.6 TDI 105 Outdoor Eleg. 2.0 TDI 1125 2.0 TDI 1126 2.0 TDI 1126 | £18405 | 103 | 119 | 14 | 1.6 DDIS SZ4 | £17999 | 118 | 3 110 | 20 |
| 1.6 TDI 105 OUTGOOF S GreenLin 1.6 TDI 105 SE GreenLine II | £18405 £19915 | 103 | 119 | 14 | 1.6 DDIS SZ-T Allgrip | £21299 | 118 | 3 114 | 18 |
| 1.6 TDI 105 Outdoor SE GreenLi 1.6 TDI 105 Eleg. GreenLine | £19915 £21675 | 103 | 119 119 | 14 14 | 1.6 DDiS SZ5 1.6 DDiS SZ5 Allgrip | £21749 £23549 | 118 | 3 110 3 114 | 19 |
| 1.6 T01 105 Eleg. GreenLine 1.6 T01 105 Outdoor Eleg. 2.0 T01 110 S 2.0 T01 110 S 2.0 T01 110 Outdoor SE 2.0 T01 110 Eleg. 2.0 T01 10 Utdoor Eleg. 2.0 T01 104 Outdoor Eleg. 2.0 T01 104 Outdoor Eleg. 2.0 T01 104 Outdoor Eleg. 3.0 T01 104 Outdoor Eleg. 3.0 T01 104 Outdoor Eleg. 3.0 T01 104 Outdoor Eleg. 4WD | £21675 £18255 | 103 | 119 134 | 14 14 | VITARA 5dr 4x4 Utterly wor Drives better than most | rthy additi | on to | the cla | ass. |
| 2.0 TDI 110 Outdoor S | £18255 | 109 | 134 | 14 | 1.6 SZ5 AllGrip | £19799 | 118 | 3 123 3 123 | - |
| 2.0 TDI 110 SE | £19765 | 109 | 134 | 14 | 1.6 SZ-T | £15499 | 118 | 123 | - |
| 2.0 TDI 110 Eleg. | £21590 | 109 | 134 | 14 | 1.6 DDIS SZ-T | £16999 | 118 | 3 123 3 106 | - |
| 2.0 TDI 110 Outdoor Eleg. 2.0 TDI 140 Outdoor SE 4WD | £21590 £22230 | 109 | 134 152 | 14 18 | 1.6 DDIS SZ5 1.6 DDIS SZ5 AllGrip | £19499 £21299 | 118 | 3 106 3 106 | |
| 7 () 1 () 14() () () (100 f 1 × K 4W() | 1//495 | 1.38 | 152 164 | 19 19 | TESLA | | | | |
| 2.0 TDI 170 Outdoor Eleg. 4WD 2.0 TDI 170 Outdoor L&K 4WD | £24840 | 168 | 1/10 | 22 | MODEL S 5dr hatch Brings | luxury, ra | nge aı | nd, | + |
| SMART | 221010 | 100 | 117 | | critically, credibility to electric of 60kWh 85kWh | £52680 | 245 | - | ^- |
| FORTWO 3dr hatch A better | | | | t | OELWh Dual Mates | C/ 2700 | 416 | , , - | Ė |
| there's no new reason to buy it 0.9 90 Passion | £11720 | 89 | 97 | - | 85kWh Performance | £79080 | 416 | · - | |
| 0.9 90 Prime 0.9 90 Proxv | £12415 £12415 | | 97 97 | ÷ | TOYOTA AYGO 3dr hatch Probably th | ne best of i | ts ilk. | but w | e'd |
| 0.9 90 Prime 0.9 90 Proxy 1.0 70 Passion 1.0 70 Prime 1.0 70 Proxy | £11125 | 70 70 | 93 93 | - | ctill nay the promium for a VW II | n ++ - | 68 | ₽ | 6 |
| | | | 93 | · | 1.0 x 1.0 x-play 1.0 x-pression 1.0 x-cite | £9895 | 68 | 95 | 7 |
| FORFOUR 5dr hatch Four d more mainstream. Still expensive 1 0 70 Passion | , though | ** | ** | ı r☆ | | | 68 | 95 | 7 |
| 1.0 70 Passion 1.0 70 Prime | £11620 £12315 | 70 70 | 07 | - | 1.0 x-clusiv AYGO 5dr hatch Probably th | £11395 e best of i | s ilk, t | out we | 7 'd |
| 1.0 70 Prime 1.0 70 Proxy 1.0 70 Edition 1 0.9 90 Passion 0.9 90 Prime 0.9 90 Proxy 0.9 90 Edition 1 | £12315 £13365 | 70 70 | | | still pay the premium for a VW U | p ★★↑ £9095 | 68 | ☆ 95 | 6 |
| 0.9 90 Passion | £12215 | 89 | 99 | - | 1 A alan | 010000 | 7.0 | 95 | 7 |
| 0.9 90 Proxy | £12910 | 89 89 | QQ | - | 1.0 x-pray 1.0 x-pression 1.0 x-cite 1.0 x-clusiv | £11695 | 68 | 95 | 7 |
| 0.9 90 Edition I | £14315 | 89 | 99 | Ė | 1.0 x-clusiv YARIS 3dr hatch Good spac class leader 1.0 VVT-i Active | £11795 e and valu | e, but | not a | 7 |
| | | | | | | £10995 | 68 | 99 | 4 |
| class standards 2.0d SE 2WD 2.0d SE4 4WD 2.0d ELX4 4WD | ★★☆ £14995 | 147 | 147 | 19 | 1.0 VVI-i Icon | o and wale | o but | not a | 5 |
| 2.0d SE4 4WD 2.0d ELX4 4WD | £16495 £19995 | 147 | 157 | 19 | class leader | ** | t de | ₽ | 4 |
| TIVOLI 5dr hatch Trails the D | oster as | the be | st-val | ue | 1.0 WT-i Active 1.0 WT-i Icon 1.33 WT-i Icon 1.33 WT-i Sport 1.33 WT-i Excel | £13345 | 68 | 99 | 5 10 |
| small crossover - but not by muci 1.6 D EX 4WD | £17100 | 113 | 113 | - | 1.33 VVT-i Sport | £14995 | 98 | 119 | 10 |
| 1.6 SE 1.6 EX | £12950 £15600 | 126 | 149 | - | 1.33 WT-i Sport 1.33 WT-i Excel 1.5 WT-i Hybrid Icon 1.5 WT-i Hybrid Excel 1.4 D-4D Icon | £15695 £16195 | 98 98 | 75 | 10 10 |
| 1.6 ELX 1.6 D SE | £16000 £14200 | 113 | 149 113 | - | 1.5 WT-i Hybrid Excel 1.4 D-4D Icon | £17695 £15595 | 98 89 | | 11 11 |
| 1.6 DEX 4WD 1.6 SE 1.6 EX 1.6 ELX 1.6 DEX 1.6 DEX 1.6 DEX 1.6 DEX 1.6 DEX | £15850 £17250 | 113 | 113 | ÷ | many hetter rivals | tiligly ave | ldye. I | Ą. | |
| 1.6 D ELX 1.6 D ELX 4WD REXTON W 5dr 4x4 Rugged | £19500 | 113 | 113 | - | many better rivals 1.33 VVT-i Active 1.33 VVT-i Icon 1.33 VVT-i Icon plus 1.6 V-matic Icon | £14945 £17645 | 99 99 | 128 | 7 |
| short work of mud. Tarmac more | tricky 🖈 | *** | r 🏠 | | 1.33 VVT-i Icon plus | £18445 | 99 | 128 | 10 |
| 2.0 EX | £21995 £24495 | 155 | 196 | ÷ | 1.6 V-matic Icon 1.6 V-matic Icon CVT | £17995 £18995 | 130 | 138 | 14 |
| huge real estate for the money | ly ungainl | y but o | offers | | 1.6 V-matic Icon plus 1.6 V-matic Excel | £18795 £20250 | 130 |) 138) 140 | 16 114 |
| 2.0D S 2.0D ES | £17995 £19995 | 155 155 | 199 199 | 27 27 | 1.8 VVT-i Icon Hybrid 1.8 VVT-i Icon plus Hybrid | £20645 | 134 | 1 84 1 86 | 12 14 |
| 2.0D EX | £23995 | 155 | 212 | 29 | 1.8 WT-i Excel Hybrid | £22890 | 134 | 91 | 12 |
| SUBARU | nacious a | nd will | fully | | 1.4 D-4D Icon | £18995 | 89 | 103 | 10 |
| unsexy | ₩ ★ ★ | r ☆☆ | rully | | 1.4 D-4D Excel | £21495 | 89 | 103 | 10 |
| 2.0i XE 2.0i XE Premium | £25495 £27495 | 147 | 160 | 23 | exceptional. Good spec | wrong, but | nothi | ng ☆ | |
| 2.0i XT Turbo CVT 2.0d X | £30995 £24995 | 237 | 197 150 | 34 24 | 1.33 VVT-i Active 1.33 VVT-i Icon | £16045 £18745 | 99 99 | 130 | 7 |
| 2.0d XC 2.0d XC Premium | £26995 £29495 | 145 | 156 156 | 25 25 | 1.4 D-4D Active 1 4 D-4D Excel | £17395 | 89 89 | 109 | 10 |
| XV 5dr 4x4 No nonsense cross | sover doe | sn't qu | ite m | ake | 1.4 D-4D Icon | £20095 | 89 | 109 | 10 |
| 2.0i SE | £21995 | 148 | 160 | 21 | 1.8 VVT-i Icon Hybrid | £21745 | 134 | 1 85 | 12 |
| 2.01 SE Premium 2.0D SE | £23995 | 144 | 146 | 26 | 1.8 VVT-i Excel Hybrid | £23990 | 130 | 1 92 | 12 |
| 2.0D SE Premium OUTBACK ESTATE 5dr 4x4 | £25995 Accept | 144 able in | 146 isola | 27 tion | PRIUS 5dr hatch Clever and not just as a hybrid | appealin | g in its | own≀ ☆ | right, |
| but no benchmark 2.5i SE Lineartronic | ★★★ £28495 | 163 | 161 | 19 | 1.8 WT-i T3 1.8 WT-i T4 | £21995 £23745 | 134 | 1 89 1 92 | 15 15 |
| 2.5i SE Premium Lineartronic | £31495 | 163 | 161 | 20 | 1.8 WT-i T Spirit | £25295 | 134 | 92 | 15 |
| 2.0D SE Premium | £30995 | 148 | 145 | 23 | PRIUS+5dr mpv Expensive | and ugly. | Bigge | r thou | gh |
| behind the times all at once | ingly old t | asiiioi | ea an | ıd | 1.8 WT-i Icon | £26995 | 178 | 96 | 15 |
| 1.6 D ELX 4WD REXTON W 5dr 4x4 Ruggee short work of mud. Tarmac more 2.0 SX TURISMO 5df mpv Incredib huge real estate for the money 2.0 SX 2.00 EX 2.01 XT Turb 0 CVT 2.00 X 2.01 XT Turb 0 CVT 2.00 X 2.01 XE Premium XV 5dr 4x4 No nonsense crossenough sense 2.01 SE Premium 2.00 SE 2.01 SE Premium 2.01 SE Premium 2.02 SE 2.03 SE Premium 2.03 SE Premium 2.04 SE Premium 2.05 SE Premium Lineartronic 2.05 SE Premium Lineartronic 2.05 SE Premium Lineartronic 2.05 SE Premium Lineartronic 2.07 SE Premium Lineartronic 2.08 SE Premium Lineartronic 2.09 SE Premium Lineartronic 2.09 SE Premium Lineartronic 2.09 SE Premium Lineartronic 2.09 SE Premium Lineartronic 2.51 SE Lineardronic 2.52 SE Lineardronic 2.53 SE Lineardronic 2.53 SE Lineardronic 2.54 SE Lineardronic 2.55 SE Lineardroni | £28995 alf brothe | 296 r looks | 242 just | 40 as | 1.8 VVT-i Excel 1.8 VVT-i Excel Plus | £29245 £31245 | 178 178 | 3 101 3 101 | 15 16 |
| BRZ 2dr coupé The GT-86'S h good in Subaru blue. Cheaper, tot 2.0 i SE 2.0 i SE Lux SUZUKI CELERIO 5dr hatch Roomy. bargain price 1.0 AGS 524 1.0 Usaljet SZ3 1.0 SZ2 | £22495 | 197 | 181 | 30 | RAV4 5dr 4x4 A solid option by Korean competition | , but ultim | ately | outgu 🌣 | nned |
| 2.0i SE Lux | £23995 | 197 | 181 | 31 | 2.0 V-matic CVT Icon 4WD 2.0 D-4D Active 2WD | £26305 | 150 | 167 | 29 |
| SUZUKI | doconti | driv | ard. | - | 2.0 D-4D Icon 2WD | £25295 | 124 | 1 127 | 26 |
| bargain price | wecent to | urive | and a | | 2.0 D-4D Invincible 2WD | £27245 | 124 | 1 127 | 27 |
| 1.0 AGS SZ4 1.0 Dualjet SZ3 | £9799 £8499 | 68 68 | 99 84 | | Z.O D-4D Invincible 4WD 2.2 D-4D Icon 4WD | £28250 £27100 | 124 | 1 137 3 149 | 26 29 |
| 1.0 SZ2 1.0 SZ3 | £6999 £7999 | 68 | 99 99 | : | 2.2 D-4D Invincible 4WD AVENSIS 4dr saloon Nothi | £29050 | 148 but no | 3 149 othina | 29 |
| 10.074 | conne | (0 | 00 | | executional Condense | , og, | | ۸ | |

and rewarding handling.

£8999 93 116 11 1.8 V-matic Icon£8999 93 116 11 1.8 V-matic Icon£10599 93 116 11 2.0 0-40 Active
£13999 134 147 19 2.0 0-40 Iconand rewarding handling.

£1099 93 116 11 2.0 0-40 I50 Icon£12099 93 116 11 2.2 0-40 I50 Icon£1499 93 116 11 2.2 0-621 I50 Icon£11099 93 116 11 2.2 0-621 I50 Icon-



The first ever S-Class Cabriolet is set to go on sale in the UK early next year, creating a new niche for Mercedes-Benz. The four-seat convertible has already been spotted testing in various forms, including in top-spec S63 AMG guise. The model features a large folding fabric roof and will be powered by V8 engines only at launch. Price £100,000 (est)

SUMMER

Aston Martin Vantage GT12, Audi A8 Sport, Q7, BMW 3 Series facelift, Cadillac CTS-V, Chevrolet Volt, Citroën Berlingo Multispace, Ferrari 488 GTB, Honda Civic Type R, HR-V, Jazz, Lamborghini Huracán Spider, Aventador Superveloce, Land Rover Range Rover SVAutobiography, Lotus Evora 400, Mazda MX-5, McLaren 675LT, P1 GTR, Mercedes-Benz GLE, GLE Coupé, Mercedes-Maybach \$600, Mitsubishi L200, Peugeot 2008 facelift, Porsche 911 GT3 RS, Boxster facelift, Boxster Spyder, Renault Kadjar, Toyota Mirai, Avensis facelift, Volkswagen Passat GTE, Passat Alltrack, Passat Bluemotion

AUTUMN/WINTER

Alpina D3 Biturbo, Audi A4, Alfa Romeo Giulia, Bentley Grand Convertible, BMW X1, Elemental RP1, Ford Ka, Ecosport, Honda NSX. Hyundai ix20 facelift. Santa Fe facelift. Tucson. Jaguar XF. F-Type SVR, **Jeep** Grand Cherokee facelift, **Kahn** Vengeance, Flying Huntsman Pick-Up, **Kia** Optima, Cee'd facelift, **Koenigsegg** Regera, Agera RS, **Lexus** GS F, RX, **Mercedes-Benz** A-Class facelift, G500 4x4, GLC, Mercedes-AMG C63 Coupé, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Subaru Levorg, Tesla Model X, Toyota Prius, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Vuhl 05

Alpina B7, Alpine sports car, Audi S8 Plus, Bentley Bentayga, BMW 1 Series saloon, M2, M4 GTS, Borgward SUV, Cadillac CT6, Chevrolet Camaro, Detroit Electric SP:01, Elemental RP1, Ferrari FF facelift, F12 Speciale, 488 Spyder, Fiat 124 Spyder, Ford Focus RS, GT, Edge, Honda NSX, Hyundai i20 Active, i20 1.0, Infiniti Q30, QX30, Kia Sportage, Jaguar F-Pace, Lamborghini Aventador SV Roadster, Land Rover Range Rover Evoque Cabriolet, Lexus RX, Lotus 3-Eleven, Maserati Alfieri, Levante, Mercedes-Benz S-Class Cabriolet, Mercedes-AMG GT3, S63 Cabriolet, C63 Coupé, Mercedes-Maybach S-Class Pullman, Mini Countryman, Morgan EV3, Nissan Juke, Porsche Panamera facelift, Boxster facelift, Renault Megane, Rolls-Royce Dawn, Seat Leon SUV, Skoda Roomster, Toyota Prius, Crossover, Volkswagen Tiguan

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Lamborghini Aventador SV Roadster Spring 2016

The open-top variant of the Aventador Superveloce has a 50kg weight disadvantage over its coupé sibling, which weighs 1525kg. Despite that, the 740bhp 6.5-litre V12 is still capable of pushing the Roadster to 62mph in 2.9sec, compared with 2.8sec for the coupé, as well as allowing it to hit a top speed of 217mph. Only 500 units will be made. Price £350,000

| Make and Model Price Bhp Co. g/km | Make and Model Price Bhp | CO ₂ g/km Insurance group Make and Model | Price Bhp CO ₂ g/km Insurance group | Make and Model | Price Bhp CO ₂ g/km Insurance group | Make and Model | Bhp CO ₂ g/km Insurance group | Make and Model | Price Bhp | CO ₂ g/km Insurance group |
|---|--|--|--|--|--|--|--|--|--------------------------|---|
| 2.2 D-CAT 150 Excel £26600 148 167 | | 9 121 - 1.6i WT 115 Elite | | - | | | | GOLF CABRIOLET 2dr ope | | |
| AVENSIS TOURER 5dr estate Nothing wrong, b nothing exceptional. Good spec ★★☆☆ | | 9 119 - 1.6i WYT Tech Line | £18505 114 149 12 | 2.0 CDTi 170 SRi 2.0 CDTi 170 SRi VX-Line | £22134 168 114 20 £23354 168 114 - | | 27365 129 137 15 | uninspiring four-seat soft-top 1.2 TSI 105 S | ★★★★ £22070 103 | ☆ |
| 1.8 V-matic Active £18750 145 153 | 7 1.4i 90 SRi VX-Line £13155 89 | 9 121 - 2.0 CDTi 165 Tech Line S-S | £21015 162 124 20 | 2.0 CDTi 170 SRi VX-Line Nav | £24204 168 114 - | 2.0 CDTi 170 Tech Line £ | 23890 168 129 19 | 1.4 TSI 122 S | £22765 121 | 1 149 19 |
| 1.8 V-matic Icon £21350 145 153 1.8 V-matic Icon+ £24300 145 153 | 8 1.4i 100 Turbo SRi £12775 99 | 9 121 - 1.6i WT SRi 9 119 10 2.0 CDTi 165 SRi S-S | £20600 114 149 12 £23840 162 124 21 | 2.0 CDTi 170 SE 2.0 CDTi 170 Tech Line | £22134 168 114 - £22984 168 114 - | | | 1.4 TSI 122 SE 1.4 TSI 160 GT | | 1 149 19 8 150 29 |
| 2.0 D-4D Active £19745 124 120 2.0 D-4D Icon £22345 124 120 | | 9 119 10 2.0 CDTi 195 BiTurbo S-S 9 119 10 ASTRA GTC 3dr coupé Goo | £25220 192 134 21 | 2.0 CDTi 170 Elite 2.0 CDTi 170 Elite Nav | £24514 168 114 - £25364 168 114 - | 2.0 CDTi 170 Elite £ MOKKA 5dr hatch Compact an | | 2.0 TSI 210 GTI 2.0 TSI 265 R | | 8 177 35 1 190 39 |
| 2.0 D-4D Icon+ £25295 124 120 | 3 1.3 CDTi 75 S-S Life £13330 74 | 4 99 6 hatch with the dynamics to mate | h★★★☆ | 2.0 CDTi 195 Biturbo SRi | £24954 192 125 24 | on persuasive quality | * ★★☆☆ | 1.6 TDI 105 Bluemotion Tech S 1.6 TDI 105 Bluemotion Tech SE | £23540 103 | 3 117 17 |
| 2.2 D-4D 150 Icon £24500 148 147 | 5 1.3 CDTi 75 S-S SRi £14025 74 | 4 99 - 1.4T 16v 140 SRi auto | £22795 118 159 16 | 2.0 CDTi 195 BiturboElite auto | | 1.6i 115 Exclusiv S-S £ | 18539 114 153 6 | 2.0 TDI 140 Bluemotion Tech S | E £25990 138 | 8 119 23 |
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| VERSO 5dr mpv Ride is firm and boot space limited with all seats in use ★★★☆☆ | CORSA 5dr hatch Very refined, stylish and Engines not so good ★★★☆ | ☆ 1.4T 16v 120 SRi S-S | £21070 118 139 14 | 1.6T 170 Elite Nav 1.6T 170 Elite S-S | £25564 168 146 20 £24714 168 146 20 | 1.4T 140 SE 4x4 S-S £ | 23434 138 149 13 | 2.0 TSI 300 R 1.2 TSI 85 S | £17595 84 | 6 165 34 1 113 7 |
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| 1.6 V-matic Icon 7st £20300 130 157 1.8 V-matic Icon M'Drive 7st £21800 145 153 | | | | 2.0 CDTi 120 Elite 2.0 CDTi 120 Elite Nav | £24564 118 104 16 £25414 118 104 16 | | | 1.4 TSI 122 Match 1.4 TSI 150 GT ACT | | 1 120 15 8 112 15 |
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| 4.5 D-4D £65725 286 250 LAND CRUISER 3dr 4x4 A real go-anywhere | 8 1.2i 70 SRi VX-Line £13410 69 1.2i 70 SE £13020 69 | 9 126 2 1.4T 140 SE S-S 9 126 2 1.4T 140 Elite S-S | | 2.0 CDTi 140 Design 2.0 CDTi 140 Design Nav | £20634 138 104 19 £21484 138 104 19 | | 21400 161 167 25 23820 161 177 25 | 2.0 TDI 184 GTD GOLF 5dr hatch The comple | | 1 112 26 |
| vehicle. Spongey on road ★★★☆☆ | 1.4i 90 Life £12025 89 | 9 121 - 1.6T SIDI 170 SE Au | £27600 168 168 24 | 2.0 CDTi 140 Elite 2.0 CDTi 140 Elite Nav | £24814 138 104 19 £25664 138 104 19 | 2.2 CDTi 163 SE Nav 4x4 S-S £ | 26660 161 177 25 | expensive | ★★★★ £19650 89 | ★ |
| LAND CRUISER 5dr 4x4 A real go-anywhere | 1.4i 90 Design £12025 89 | 9 121 - 2.0 CDTi 165 SE S-S | £26480 163 138 23 | 2.0 CDTi 140 Energy | £24004 138 104 19 | 2.2 CDTi 163 Diamond 4x4 S-S £ | | 1.6 TDI 90 S 2.0 TSI 300 R | £31475 296 | 6 165 34 |
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| 2.0 GT86 £25000 197 180 2.0 Aero £27500 197 192 | 3 1.3 CDTi 75 S-S Design £13930 74 | 4 99 - 2.0 CDTi 120 Design Nav | £19934 118 99 15 | 2.0 CDTi 195 BiTurbo SRi | £28819 192 159 24 £26254 192 129 24 | 1.0 75 Groove Up £ | | 1.4 TSI 204 PHEV GTE 2.0 TSI 220 GTI | £28155 217 | |
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| | 3 1.6 CDTi 110 ecoFLEX Elite S-S £23175 10 | 08 97 9 2.0 CDTi 140 SRi Nav | £21984 138 99 19 | 1.6 CDTi 136 SE AC S-S | £21730 134 116 7 £17175 134 116 7 | 1.0 75 High Up £ | 11875 74 108 2 | 1.6 TDI 105 S 1.6 TDI 105 SE | £21150 103 | 3 102 12 3 102 11 |
| 1.0 S-S Slam £15500 113 114 | 3 1.6 CDTi 110 e'FLEX Tec Ln S-S £18910 10 | 08 97 9 2.0 CDTi 170 SRi Nav | £22134 168 114 20 | 1.7 CDTi 110 Excl. AC Au | £21515 109 160 12 | POLO 3dr hatch A mini Golf. Sw | eet handling, solid | 1.6 TDI 110 BlueMotion | £22785 110 | 0 92 15 |
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| 1.2 Slam S-S £13795 69 118 | 3 1.6i VVT 115 Design £16160 11- | 14 147 12 1.4T 140 Design | £17744 138 123 15 | 1.4T 120 Exclusiv AC | £18595 118 139 14 | 1.0 75 SE £ | 13160 74 108 10 | 1.2 TSI 110 S | £20215 108 | 8 117 14 |
| 1.4 87 Glam £13325 86 129 | 6 1.6i VVT 115 Tech Line GT £17610 11 | 14 147 12 1.4T 140 Design Nav 14 147 12 1.4T 140 Energy | | | £19425 138 149 14 | 1.2 TSI 90 SE £ | 13780 89 107 15 | 1.4 TSI 125 S 1.4 TSI 125 SE | £20975 121 £21910 121 | |
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| 1.4 100 Slam S-S £14645 99 119 | 9 1.6i VVT SRi £19580 11 | 4 147 12 1.8 WT Energy 4 147 12 1.8 WT SRi | £18629 138 164 14 | sliding rear doors | **** | POLO 5dr hatch A mini Golf. Sw | eet handling, solid | 2.0 TDI 150 GT | £24280 148 £25875 148 | 8 115 17 |
| 1.4T 150 Grand Slam £16995 148 139 CORSA 3dr hatch Very refined, stylish and practice | . 2.0 CDTi 165 ecoFLEX SRi S-S £22825 15 | | £23964 247 169 26 | 1.6 CDTi 136 SRi S-S | £28780 134 109 16 £27300 134 109 16 | 1.0 60 S £ | | JETTA 4dr saloon Big boot, good pricing. A bit dull | **** | ☆ |
| Engines not so good ★★★☆ 1.0i 90 S-S Design £12910 89 102 | 2.0 CDTi 195 Biturbo S-S £24205 19. 9 ASTRA 5dr estate More composed than the | 92 134 21 | | | £20875 138 154 16 £23100 138 154 16 | | 12650 59 106 7 13265 59 106 8 | 1.4 TSI 125 S 1.4 TSI 125 SE | £18895 123 £20225 123 | |
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| 1.0i 115 S-S Sting £10825 113 - | 2 1.4i VVT 100 Design £16480 99 | 9 137 9 2.0 CDTi 120 SE 9 137 9 2.0 CDTi 120 SE 9 137 9 2.0 CDTi 120 Elite | £20884 118 99 15 £23264 118 99 16 | 1.4T 140 Elite | | 1.0 75 SE Design £ | 14890 74 108 11 14410 89 107 15 | 2.0 TDI 110 S | £20175 109 £21505 109 | 9 105 14 |
| 1.0i 115 S-S SRi VX-Line £14640 113 - | 2 1.6 CDTi 110 ecoFLEX Elite S-S £24190 10 | 08 97 14 2.0 CDTi 140 D esign | £19334 138 99 18 | 1.8i 140 Tech Line | £20575 138 169 14 | 1.2 TSI 90 SE Design £ | 15510 89 107 15 | 2.0 TDI 110 GT | £22370 109 | 9 105 15 |
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| 2.0 TDI Blue Tech Sp. £28185 | 138 125 23 | 3.0 V6 TDI 204 R-line | £46605 | 204 1 | 73 40 | 2.0 D3 R-Design Nav S-S | £30095 | 134 1 | 14 24 | 2.0 D4 SE Lux Nav S-S £35160 178 117 29 |
| 2.0 TDI Blue Tech Exec. £31325 SCIROCCO 3dr coupé A complete co | | 3.0 V6 TDI 262 SE 3.0 V6 TDI 262 R-line | £45405 £48405 | 258 1 258 1 | | 2.0 D3 SE Lux Nav S-S 2.0 D3 SE Nav S-S | £30895 £28595 | | 114 24 114 23 | 2.0 D4 R-Design S-S £32935 178 117 28 2.0 D4 R-Design Nav S-S £33735 178 117 28 |
| Entertaining, practical and stylish 🛨 🖈 🤊 | *** | 3.0 V6 TDI 262 Escape | £45605 | 258 1 | 80 42 | 2.0 D4 R-Design Lux Nav S-S | £33845 | 178 | 99 29 | 2.0 D4 R-Design Lux S-S £35560 178 117 29 |
| 1.4 TSI 125 £20735 1.4 TSI 125 GT £22585 | | CARAVELLE 5dr mpv Rugg people | ed workho | | arry | 2.0 D4 R-Design Lux S-S 2.0 D4 R-Design Nav S-S | £32645 £31345 | | 99 29 99 28 | 2.0 D4 R-Design Lux Nav S-S £36360 178 117 30 2.4 D4 SE AWD S-S £33190 178 139 28 |
| 2.0 TSI 180 £22790 | 178 142 31 | 2.0 TDI 140 SE SWB | £36006 | 138 1 | | 2.0 D4 R-Design S-S | £30145 | 178 | 99 28 | 2.4 D4 SE Nav AWD S-S £33990 178 139 29 |
| 2.0 TSI 220 GT £26125 2.0 TSI 220 R-line £28195 | | 2.0 TDI 140 SE 4Mot. SWB 2.0 TDI 140 SE LWB | £38484 £38190 | 138 2 138 1 | | 2.0 D4 SE Lux Nav S-S 2.0 D4 SE Lux S-S | £32145 £30945 | | 99 29 99 29 | 2.4 D4 SE Lux AWD S-S £35890 178 139 30 2.4 D4 SE Lux Nav AWD S-S £36690 178 139 30 |
| 2.0 TSI 280 R £32580 | 276 187 42 | 2.0 TDI 140 Exec SWB | £38856 | 138 1 | 89 25 | 2.0 D4 SE Nav S-S | £29845 | 178 | 99 28 | 2.4 D4 R-Design AWD S-S £34465 178 139 29 |
| 2.0 TDI 150 £23455 2.0 TDI 150 GT £25305 | | 2.0 TDI 140 Exec. 4Mot. SWB 2.0 BitDI 180 SE SWB | £41304 £38070 | 138 2 177 1 | | 2.0 D4 SE S-S 2.4 D5 R-Design Lux Nav S-S | £28645 £35395 | | 99 27 119 31 | 2.4 D4 R-Design Nav AWD S-S £35265 178 139 29 2.4 D4 R-Design Lux AWD S-S £37090 178 139 30 |
| 2.0 TDI 150 R-line £27375 | 148 109 28 | 2.0 BiTDi 180 SE 4M SWB | £40926 | 177 2 | 08 31 | 2.4 D5 R-Design Nav S-S | £32895 | 212 1 | 19 30 | 2.4 D4 R-Design Lux Nav AWD S- £37890 178 139 30 |
| 2.0 TDI 184 GT £26305 2.0 TDI 184 R-line £28375 | | 2.0 Bitdl 180 SE LWB 2.0 Bitdl 180 Exec SWB | £40254 £40920 | 177 1 177 1 | | 2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S | £33695 £21005 | | 119 30 135 21 | 2.4 D5 SE Nav AWD S-S £35990 178 139 30 2.4 D5 SE Lux Nav AWD S-S £38690 178 139 31 |
| PASSAT 4dr saloon Supremely well-e | executed | 2.0 BiTDI 180 Exec DSG | £42840 | 177 1 | 99 30 | 1.6 T3 SE S-S | £26005 | 148 1 | 35 22 | 2.4 D5 R-Design Nav AWD S-S £37265 178 139 30 |
| family-sized prospect ★★↑ 1.6 TDI 120 S £22320 | ★★☆) 118 105 15 | 2.0 BiTDI 180 Business SWB DSG 2.0BiTDI180 Bus. 4Mot.SWBDSG | | 177 2 177 2 | | 1.6 T3 R-Design S-S 1.6 D2 Business Edition S-S | £27505 £21745 | | 135 23 103 17 | 2.4 D5 R-Design Lux Nav AWD S- £39890 178 139 31 XC70 5dr estate Dull and unexceptional, but built to |
| 1.6 TDI 120 SE £23460 | 118 105 12 | | £43776 | 177 2 | | 2.0 D3 Business Edition S-S | £22395 | 134 1 | 14 22 | last ★★★☆☆ |
| 1.6 TDI 120 SE Business £24115 1.6 TDI 120 GT £25420 | | VOLVO | | | | 2.0 D3 SE S-S 2.0 D3 SE Lux S-S | £27795 £30095 | | 114 23 114 24 | 2.0 D4 SE Nav S-S £34470 178 117 28 2.4 D4 SE Lux 4WD S-S £38350 161 139 30 |
| 2.0 TDI 150 S £23445 | 148 106 21 | V40 5dr hatch New hatchbac | | | evour to | 2.0 D3 R-Design S-S | £29295 | 134 1 | 14 23 | 2.4 D5 SE Nav 4WD S-S £39285 212 139 30 |
| 2.0 TDI 150 SE £24585 2.0 TDI 150 SE Business £25240 | | stock Ford platform 1.6 T2 120 ES | ★★★ £19195 | 118 1 | 24 19 | 2.0 D4 Business Edition S-S V60 5dr estate Appealing ca | £24045 abin, nice l | | 99 26 1 | 3.0 T6 SE Lux 4WD £43180 300 248 37 2.4 D4 SE Nav £36400 161 139 30 |
| 2.0 TDI 150 GT £26545 | 148 109 19 | 1.6 T2 120 ES Nav | £19995 | 118 1 | 24 19 | smooth drive. Too small | *** | * * * | | 2.4 D5 SE Lux 4WD S-S £41235 212 139 31 |
| 2.0 TDI 150 R-line £27540 2.0 TDI SCR 190 GT £27895 | | 1.6 T2 120 SE 1.6 T2 120 SE Nav | £20720 £21520 | 118 1 118 1 | | 1.6 D2 R-Design Lux Nav S-S 1.6 D2 R-Design Lux S-S | £33045 £32045 | | 108 20 108 19 | xC90 5dr 4x4 Volvo takes the fight to Land Rover - with seriously impressive results ★★★★ |
| 2.0 TDI SCR 190 R-line £28890 | 187 107 23 | 1.6 T2 120 SE Lux Nav | £23520 | 118 1 | 24 20 | 1.6 D2 R-Design Nav S-S | £30445 | | 08 18 | 2.0 T6 320 Momentum £49205 316 179 - |
| 2.0 TDI 240 BITDI SCR GT £34625 2.0 TDI 240 BITDI SCR R-line £35620 | | 1.6 T2 120 R-Design 1.6 T2 120 R-Design Nav | £21495 £22295 | 118 1 118 1 | | 1.6 D2 R-Design S-S 1.6 D2 SE Lux Nav S-S | £29445 £31345 | | 108 18 108 19 | 2.0 T6 320 R-Design £52845 316 179 - 2.0 T6 320 Inscription £53745 316 179 - |
| PASSAT 5dr estate Supremely well-e | executed | 1.6 T2 120 R-Design Lux Nav | £23970 | 118 1 | 24 21 | 1.6 D2 SE Lux S-S | £30345 | 113 1 | 08 19 | 2.0 T8 Hybrid Momentum £59955 395 59 - |
| family-sized prospect ★★↑ 1.6 TDI 120 GT £26970 | ★★☆) 118 110 13 | 1.6 T3 150 ES 1.6 T3 150 ES Nav | £20945 £21945 | 148 1 148 1 | | 1.6 D2 SE Nav S-S 1.6 D2 SE S-S | £28945 £27945 | | 108 18 108 17 | 2.0 T8 Hybrid R-Design £62855 395 59 - 2.0 T8 Hybrid Inscription £63705 395 59 - |
| 1.6 TDI 120 S £23870 1.6 TDI 120 SE £25010 | | | £22670 | 148 1 | | 1.6 T3 R-Design Nav S-S 1.6 T3 SE Nav S-S | £29505 | | 39 23 | 2.0 D5 225 Momentum £45750 222 149 - |
| 1.6 TDI 120 SE £25010 1.6 TDI 120 SE Business £25665 | | | £23470 £25470 | 148 1 148 1 | | 2.0 D3 R-Design Lux Nav S-S | £28005 £33895 | | 139 22 119 25 | 2.0 D5 225 R-Design £49285 222 152 - 2.0 D5 225 Inscription £50185 222 152 - |
| 2.0 TDI 150 GT £28095 | 148 110 19 | 1.6 T3 150 R-Design | £23445 | 148 1 | 24 20 | 2.0 D3 R-Design Lux S-S | £33095 | 134 1 | 19 25 | WESTFIELD |
| 2.0 TDI 150 R-line £29090 2.0 TDI 150 S £24995 | | | £24245 £25920 | 148 1 148 1 | | 2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S | £31295 £32195 | | 119 24 119 25 | SPORT 2dr open Entry-level Westfield. Sport Turbo |
| 2.0 TDI 150 SE £26135 | 148 107 19 | 1.6 T4 180 SE Lux Nav | £26970 | 177 1 | 29 26 | 2.0 D3 SE Nav S-S | £29795 | 134 1 | 19 23 | very quick and fun ★★★☆☆ |
| 2.0 TDI 150 SE Business £26790 2.0 TDI 190 SCR GT £29445 | | 1.6 T4 180 R-Design Lux Nav 1.6 T4 180 C-Country Lux Nav | £27420 £27970 | 177 1 177 1 | | 2.0 D4 R-Design Lux Nav S-S 2.0 D4 R-Design Lux S-S | £35145 £33945 | | | 1.6 135 Sigma £18999 135 171 - 1.6 155 Sigma £19999 155 |
| 2.0 TDI 190 SCR R-line £30440 | 187 110 23 | 2.5 T5 254 R-Design Lux Nav | £31700 | 251 1 | | 2.0 D4 R-Design Nav S-S | £32545 | 178 1 | 03 28 | 1600 Sport Turbo £24999 192 171 - |
| | 237 140 28 | 2.5 T5 254 C-Ctry Lux Nav AWD 1.6 D2 115 ES | £34100 £21195 | | | 2.0 D4 R-Design S-S 2.0 D4 SE Lux Nav S-S | £31345 £33445 | | | 2.0 200 Duratec £23499 200 Turbo UK225 £25649 225 185 - |
| PHAETON 4dr saloon Big VW feels of | ld now, and | 1.6 D2 115 ES Nav | £21995 | | 88 17 | 2.0 D4 SE Lux S-S | £32245 | 178 | 99 29 | 1.6 Sport Turbo 3 UK200 £26500 201 178 - |
| 3.0 V6 TDI 240 SWB £55550 | ☆☆☆ I 236 224 45 | 1.6 D2 115 SE 1.6 D2 115 SE Nav | £22720 £23520 | | | 2.0 D4 SE Nav S-S 2.0 D4 SE S-S | £31045 £29845 | 178 | 99 27 | XTR2 2dr open Mad bike-engined mini Le Mans racer. Not cheap but fast ★★★☆ |
| 3.0 V6 TDI 240 LWB £58110 | | 1.6 D2 115 SE Lux | £24520 | 113 8 | | 2.4 D5 R-Design Lux Nav S-S | £36695 | | | 1.3 £27950 178 |
| TOURAN 5dr mpv Good chassis but li Bland appearance | ittle inspiration. ★★☆ | 1.6 D2 115 SE Lux Nav 1.6 D2 115 R-Design | £25520 £23295 | | | 2.4 D5 R-Design Nav S-S 2.4 D5 SE Lux Nav S-S | £34095 £34995 | | | XTR4 2dr open As above, but even more so. Hard to justify over obvious rivals ★★★☆ |
| 2.0 TDI 177 Sport £28500 | 177 150 24 | 1.6 D2 115 R-Design Nav | £24295 | 113 8 | 88 17 | 1.6 T3 Business Edition S-S | £22205 | 148 1 | 39 21 | 1.8 £29995 192 |
| 1.2 TSI 105 S £19940 1.4 TSI 140 SE £23750 |) 104 149 12) 138 159 18 | 1.6 D2 115 R-Design Lux 1.6 D2 115 R-Design Lux Nav | £24970 £25970 | | | 1.6 T3 SE S-S 1.6 T3 R-Design S-S | £27205 £28705 | | | ZENOS |
| 1.6 TDI 105 Blue Tech S £21750 | 104 121 14 | • | 18 | | | 3.0 T6 Polestar | £49785 | 346 2 | 237 38 | E10 2dr open A Lotus and Caterham love child. Fun and |
| 1.6 TDI 105 BlueTech SE £23855 2.0 TDI 140 Blue Tech SE £25620 | 5 104 121 14 0 138 127 19 | | £23520 £24520 | | | 1.6 D2 Business Edition S-S 2.0 D3 Business Edition S-S | £22945 £23995 | 134 1 | 19 22 | affordable in near perfect measure ★★★★ 2.0 £24995 200 |
| 2.0 TDI 140 BlueTech Sp. £27080 | 138 127 19 | 1.6 D2 115 C-Country Lux | £25520 | 113 9 | 99 17 | 2.0 D3 SE S-S | £28995 | 134 1 | 19 23 | |
| | ig MPV. Seat ★★☆ | 1.6 D2 115 C-Country Lux Nav 2.0 D3 150 SE | £23770 | 148 1 | 14 22 | 2.0 D3 SE Lux S-S 2.0 D3 R-Design S-S | £31395 £30495 | 134 1 | 19 24 | |
| | | 2.0 D3 150 SE Nav | £24570 | 148 1 | 14 22 | 2.0 D4 Business Edition S-S | £25245 | | | |
| | | | | | | | | | | |

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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard Braking 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

| | _ ADITIVESOU |
|--|----------------|
| ALFA ROMEO | X5 5dr 4x4 ★ ★ |
| MITO 3dr hatch ★★★☆ | xDrive M50d |
| 1.4 Cloverleaf 136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265 7.4.10 | М |
| GIULIETTA 5dr hatch ★★★☆ | X6 5dr 4x4 ★★ |
| 2.0 JTDm 135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475 13.10.10 | xDrive35d |
| | |
| ALPINA | BUGATTI |
| B3 BITURBO 4dr saloon ★★★★★ | VEYRON 2dr cou |
| B3 Biturbo 155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610 29.8.13 | Super Sport |

| ATOM Odr open ★★★★★ | | | | | | | | | | | | | | |
|---|-----|-----|------|-----|-----|------|-----|-----|------|-------|-----|---------|--|--|
| V8 | | | | 1.9 | 3.7 | 2.55 | 475 | 268 | 16.4 | 21/37 | 650 | 10.8.11 | | |
| NOMAD Odr open ★★★★ Nomad 125 4.5 12.7 3.9 7.7 3.10 235 221 26.7 na/na 735 24.6.15 | | | | | | | | | | | | | | |
| Nomad | 125 | 4.5 | 12.7 | 3.9 | 7.7 | 3.10 | 235 | 221 | 26.7 | na/na | 735 | 24.6.15 | | |
| | | | | | | | | | | | | | | |

| ASTON MA | ART | IN | | | | | | | | | | | |
|----------------------------|-----|-----|------|-----|-----|------|-----|----------|-------|------|---------|--|--|
| V8 Vantage 2dr coupé ★★★★☆ | | | | | | | | | | | | | |
| V8 Roadster | | | | 3.6 | 7.9 | 2.7 | 380 | 302 26.0 | 17/22 | 1713 | 25.4.07 | | |
| RAPIDE 4dr coupé ★★★★☆ | | | | | | | | | | | | | |
| Rapide S | 190 | 5.3 | 11.3 | 4.3 | 8.3 | 3.03 | 550 | 457 33.6 | 19/23 | 1990 | 20.3.13 | | |
| - | | | | | | | | | | | | | |

| DADIDE Advance | -4- | | | | | | | | | , | | |
|----------------------------|--------|--------|------|-----------|------|------|-----|-----|------|-------|------|----------|
| RAPIDE 4dr cou Rapide S | | | | 42 | 0.2 | 2 02 | EEO | 457 | 22.6 | 10/22 | 1000 | 20.3.13 |
| Kapiue 3 | 170 | 5.5 | 11.3 | 4.3 | 0.3 | 3.03 | 550 | 431 | 33.0 | 17/23 | 1770 | 20.3.13 |
| AUDI | | | | | | | | | | | | |
| A1 3dr hatch ★ | *** | r☆ | | | | | | | | | | |
| 1.4 TFSI Sport | 126 | 8.4 | 22.4 | 8.9 | 12.8 | 2.2 | 120 | 148 | 30.2 | 34/43 | 1165 | 10.11.1 |
| S1 | | | | | | | | | | 30/39 | | |
| A3 3dr/5dr hate | :h ★ | *** | * | | | | | | | | | |
| 2.0 TDI Sport | 134 | 8.9 | 25.9 | 11.4 | 10.8 | 2.7 | 148 | 236 | 30 | 48/59 | 1355 | 26.9.1 |
| S'back e-tron | 138 | 7.9 | 20.9 | 6.6 | 8.5 | 3.0 | 201 | 258 | 30.7 | 45/49 | 1540 | 31.12.1 |
| RS3 S'Back | 155 | 4.1 | 10.3 | 3.7 | 7.7 | 2.8 | 362 | 343 | 34.2 | 26/37 | 1595 | 10.6.1 |
| A4 4dr saloon/5 | ödr es | tate 🗲 | *** | ★☆ | | | | | | | | |
| 2.0 TDI SE | | | 29.4 | | 9.7 | 2.6 | 141 | 236 | 32.7 | 38/48 | 1605 | 20.2.0 |
| RS4 | 174 | 4.4 | 10.3 | 3.9 | 7.7 | 2.9 | 444 | 317 | 28.9 | 20/32 | 1795 | 17.10.13 |
| A5 2dr coupé/c | abriol | et ★ 🤊 | *** | ☆ | | | | | | | | |
| 3.0 TDI quattre | o 155 | 6.4 | 16.6 | 5.9 | 8.0 | 2.7 | 237 | 368 | 35.7 | 32/43 | 1755 | 25.7.0 |
| 3.0 TDI cabrio | 153 | 7.1 | 20.2 | 6.6 | *4.0 | 2.9 | 237 | 368 | 32.4 | 34/38 | 2035 | 12.9.0 |
| RS5 4.2 V8 | 155 | 4.6 | 10.7 | 4.0 | 8.9 | 2.7 | 444 | 317 | 29.0 | 22/30 | 1855 | 27.10.1 |
| A6 4dr saloon/5 | | | | | | | | | | | | |
| 2.0 TDI SE | 141 | 8.9 | 24.1 | 7.7 | 9.3 | 2.8 | 175 | 280 | 34.4 | 44/55 | 1675 | 4.5.1 |
| 3.0 TDI SE | | | | | | | 201 | | | | | 19.10.1 |
| RS6 Avant | | | | | 12.8 | 2.4 | 552 | 516 | 40.0 | 20/28 | 2010 | 3.7.1 |
| A7 Sportback 4 | | | | | | | | | | | | |
| 3.0 V6 TDI | | | 18.7 | 6.5 | *4.0 | 2.8 | 241 | 369 | 42.9 | 31/40 | 1940 | 9.2.1 |
| A8 4dr saloon 🗲 | | | | | | | | | | | | |
| 4.2 V8 TDI | | 5.0 | 13.0 | 5.4 | *3.4 | 2.5 | 346 | 590 | 53.1 | 28/35 | 2130 | 16.6.1 |
| TT 2dr ★★★★ | | | | | | | | | | | | |
| 2.5 RS | | | 11.4 | 4.4 | 4.8 | 2.6 | 335 | 332 | 27.4 | 24/33 | 1450 | 19.8.0 |
| NEW TT 2dr ★ > | | | | | | | | | | | | |
| 2.0 TFSI S-line | | | 14.5 | 5.0 | 6.5 | 2.5 | 227 | 273 | 30.1 | 29/35 | 1305 | 26.11.1 |
| Q3 5dr 4x4 ★ ¥ | | | | | | | | | | | | |
| 2.0 TDI SE | | | 25.5 | | | | | | | | | 16.11.1 |
| RS | 155 | | 12.6 | 4.5 | 8.3 | 2.8 | 306 | 310 | 32.4 | 32.4 | 1655 | 1.1.1 |
| Q5 5dr 4x4 ★ ≯ | | | | | | | | | | | | |
| 2.0 TDI SE | | | | 10.2 | 9.9 | 2.8 | 168 | 258 | 29.8 | 29/37 | 1880 | 14.1.0 |
| NEW Q7 5dr 4x4 | | | | | | | | | | | | |
| 3.0 TDI S line | | | | 6.2 | *3.8 | - | 268 | 443 | 47.6 | 32/36 | 2245 | 12.8.1 |
| R8 2dr couné 🛨 | ++ | 44 | | | | | | | | | | |

| BENTLEY | | | | | | | | | | | | | | |
|-----------------------------|-----|-----|------|-----|------|-----|-----|----------|-------|------|---------|--|--|--|
| CONTINENTAL 2dr coupé ★★★★☆ | | | | | | | | | | | | | | |
| GTC V8 | 187 | 4.5 | 10.8 | 3.9 | *2.7 | 2.8 | 500 | 487 27.4 | 18/27 | 2470 | 4.4.12 | | | |
| GT | 198 | 4.6 | 10.9 | 4.2 | *2.4 | 2.5 | 567 | 516 34.9 | 7/15 | 2375 | 1.6.11 | | | |
| GT3-R | 170 | 3.7 | 8.2 | 3.1 | 8.7 | 3.0 | 572 | 518 37.6 | -/18 | 2195 | 8.7.15 | | | |
| FLYING SPUR 4dr saloon ★★★☆ | | | | | | | | | | | | | | |
| W12 | 200 | 4.5 | 10.4 | 3.6 | 8.4 | 3.0 | 616 | 590 44.5 | 18/26 | 2475 | 7.8.13 | | | |
| MULSANNE 4di | | | | | | | | | | | | | | |
| 6.75 V8 | 184 | 5.7 | 13.7 | 4.8 | *2.8 | 2.6 | 505 | 752 44.8 | 18/21 | 2745 | 21.9.11 | | | |
| | | | | | | | | | | | | | | |
| BMW | | | | | | | | | | | | | | |

4.2 V8 187 4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560 23.5.07 5.2 V10 Spyder 195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720 24.3.10

| 1-SERIES 3dr/5dr hatch ★★★☆ | | | | | | | | | | | | | |
|-----------------------------|-------|-------|--------|------|------|------|-----|--------|-----------|------|----------|--|--|
| 116d ED Plus | 124 | 10.2 | 30.0 | 10.0 | 17.3 | - | 114 | 199 37 | 7.7 54/60 | 1395 | 27.5.15 | | |
| M135i | 155 | 4.6 | 11.4 | 4.0 | 6.8 | 2.6 | 315 | 322 35 | .9 30/41 | 1545 | 14.11.12 | | |
| 2-SERIES 3dr c | oupé/ | conve | rtible | ** | *** | | | | | | | | |
| 220d SE | 143 | 7.8 | 20.9 | 7.3 | 8.8 | 2.9 | 181 | 280 39 | .6 46/62 | 1450 | 19.3.14 | | |
| 220d C'vble | 140 | 8.5 | 24.7 | 8.4 | 9.0 | 2.1 | 187 | 295 34 | .5 50/53 | 1610 | 1.4.15 | | |
| M235i | 155 | 6.3 | 14.7 | 5.7 | 5.4 | 2.7 | 322 | 332 28 | 3.1 26/35 | 1530 | 23.4.14 | | |
| 2-SERIES ACTIV | VE TO | JRER | 5dr M | PV ★ | ** | k sh | | | | | | | |
| 218d Luxury | 129 | 8.9 | 26.5 | 8.7 | 12.1 | 3.0 | 148 | 243 40 | .4 42/56 | 1450 | 24.12.14 | | |
| 2 CEDIEC Adva | | | | | | | | | | | | | |

320d Sport 146 7.7 20.9 7.6 9.7 2.6 181 280 36.2 41/57 1535 22.21/3 330d Touring 155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735 21.11.17

| | Make | Top st | 09-0 | 0-100 | 30-1 | 20-10 | Braki | Powe | Torqu | Mph/ | Mpg | Weigh | TEST |
|---|-----------------|--------|------|-------|------|-------|-------|------|-------|------|----------|--------|---------|
| | 318d Sport GT | | | | | 12.4 | 2.7 | 141 | 236 | 36.5 | 50/57 | 1615 | 17.7.13 |
| | 4-SERIES 3dr co | | | | | | | | | | | | |
| | 435i M Sport | 155 | 5.5 | 13.2 | 5.2 | 6.3 | 2.7 | 302 | 295 | 28.2 | 28/37 | 1585 | 18.9.13 |
| | M4 | | | | | | | | 406 | 34.0 | 29/36 | 1585 | 9.7.14 |
| | 5-SERIES 4dr sa | | | | | | | | | | | | |
| | 530d SE | | | 16.1 | | | | 241 | 398 | 48.1 | 36/46 | 1830 | 31.3.10 |
| | 520d SE Touri | | | | | | | 181 | | | 38/42 | | 6.10.10 |
| | ActiveHybrid5 | | | | | | | | | | | | 23.5.12 |
| | M5 | | | | | | 2.8 | 552 | 502 | 38.2 | 19/28 | 1975 | 29.12.1 |
| | 6-SERIES 2dr co | | | | | | | | | | | | |
| | 640d M Sport | | | | | | | | | | | | 2.11.1 |
| | 650i cabrio | 155 | 5.6 | 12.4 | 4.5 | 7.8 | 2.6 | 402 | 442 | 38.5 | 22/29 | 2085 | 6.4.1 |
| | 7-SERIES 4dr sa | | | | | | | | | | | | |
| | 730d | | | 17.7 | 6.4 | *3.7 | 2.9 | 242 | 398 | 42.4 | 29/35 | 1915 | 3.12.08 |
| | i3 5dr hatch ★> | | | | | | | | | | | | |
| | 1.3 Range Extd | | | - | 7.6 | *4.9 | 3.4 | 168 | 184 | - 2 | 94wh/r | n 1390 | 22.1.14 |
| | i8 2dr coupé 🖈 | | | | | | | | | | | | |
| | i8 | | | | 3.7 | 3.3 | 2.8 | 357 | 420 | 33.3 | 50/40 | 1560 | 17.9.14 |
| | Z4 2dr converti | | | | | | | | | | | | |
| | sDrive35i | | | 12.3 | 4.2 | *2.5 | 2.8 | 302 | 295 | 29.0 | 26/34 | 1615 | 10.6.09 |
| | X1 5dr 4x4 ★★ | | | | | | | | | | | | |
| | sDrive20d SE | | | 23.6 | 7.9 | 10.8 | 2.7 | 174 | 258 | 35.1 | 40/52 | 1572 | 2.12.09 |
| | X3 5dr 4x4 ** | | | | | | | | | | | | |
| | xDrive20d SE | | | 27.4 | 8.7 | 10.7 | 3.15 | 181 | 280 | 33.5 | 37/43 | 1825 | 12.1.11 |
| | X4 5dr 4x4 ** | | | | | | | | | | | | |
| _ | xDrive30d | | | 16.9 | 5.8 | 11.1 | 2.6 | 255 | 416 | 43.7 | 34/45 | 1895 | 27.8.14 |
| | X5 5dr 4x4 ★ ★ | | | | | | | | | | | | |
| | xDrive M50d | | | | | | | | | | 28/34 | | |
| 0 | | 155 | | 9.8 | 3.5 | 10.2 | 2.8 | 567 | 553 | 42.3 | 21/26 | 2350 | 13.5.15 |
| | X6 5dr 4x4 ★★ | | | | | | | | | | . | | |
| 0 | xDrive35d | 147 | 7.3 | 21.2 | 7.1 | *4.1 | 2.6 | 282 | 428 | 34.0 | 26/31 | 2275 | 11.6.08 |
| | | | | | | | | | | | | | |

| 3 | Super Sport | | | | 1.7 | 5.9 | 2.6 | 1183 | 1106 | 40.6 | 12/18 | 1995 | 2.3.11 |
|---|---------------|---------|-----|-----------|-----|-----|-----|------|------|------|-------|------|----------|
| | CATERH | | | | | | | | | | | | |
| | CSR 2dr roads | ter ★ 🖈 | ** | ☆ | | | | | | | | | |
| 1 | CSR 260 | 143 | 4.1 | 9.8 | 3.1 | 4.4 | 3.3 | 260 | 200 | 22.8 | 24/26 | 570 | 11.10.05 |
| | SEVEN 2dr roa | | | | | | | | | | | | |
| 5 | Seven 160 | 100 | 8.4 | - | 8.7 | 7.6 | 4.8 | 80 | 79 | 16.7 | 39/45 | 490 | 20.11.13 |
| _ | | | | | | | | | | | | | |
| | CHEVRO | LET | | | | | | | | | | | |
| _ | CAMARO 2dr o | coupé 🖈 | ** | ★☆ | | | | | | | | | |

| | CORVETTE 2dr | :oupé | ** | *** | 7 | | | | | | | | |
|---|----------------|-------|------------|--------------|------|------|-----|-----|-----|------|-------|------|---------|
| 3 | Stingray | 181 | 4.4 | 9.4 | 3.3 | 11.7 | 2.3 | 460 | 465 | 48.4 | 22/33 | 1539 | 8.10.14 |
| | | | | | | | | | | | | | |
| ı | CHRYSLE | R | | | | | | | | | | | |
| _ | 300C 4dr saloo | 1 ** | ★ ☆ | ☆ | | | | | | | | | |
|) | 3.0 Executive | 144 | 7.3 | 21.1 | 7.5 | *4.5 | 2.6 | 236 | 399 | 38.8 | 30/34 | 2040 | 29.8.12 |
| 1 | | | | | | | | | | | | | |
| | CITROEN | | | | | | | | | | | | |
| 2 | C3 5dr hatch ★ | ** | 44 | | | | | | | | | | |
| 1 | 1 / VTP+ | 114 | 10.8 | <i>4</i> 1 9 | 11 0 | 14.4 | 20 | QΛ | 100 | 20.0 | 30/18 | _ | 0 12 00 |

6.2 V8

| 1.4 V I K+ | 114 | 10.8 | 41.9 | 11.0 | 14.4 | 2.9 | 94 | 100 | 20.9 | 39/48 | _ | 9.12.09 |
|-----------------------|-------|----------|-------|------|------|------|-----|-----|------|-------|------|----------|
| DS3 5dr hatch | *** | ** | | | | | | | | | | |
| 1.6 THP 150 | 133 | 7.6 | 41.9 | 7.1 | 10.0 | 2.7 | 154 | 177 | 29.8 | 36/45 | 1200 | 3.3.10 |
| Racing | 146 | 7.2 | 18.1 | 6.5 | 8.9 | 3.1 | 204 | 203 | 30.4 | 33/40 | 1215 | 16.3.11 |
| C4 5dr hatch * | **: | ₩ | | | | | | | | | | |
| 2.0 HDi Excl. | 129 | 8.5 | 25.2 | 7.9 | 9.2 | 3.15 | 148 | 251 | 34.2 | 43/49 | 1470 | 5.1.11 |
| C4 CACTUS 5dr | hatch | ** | *** | 7 | | | | | | | | |
| 1.6 BlueHDi 100 | 114 | 11.8 | 41.2 | 11.7 | 7.2 | 2.9 | 99 | 187 | 36.1 | 47/62 | 1225 | 16.7.14 |
| C4 GRAND PICA | SS0 5 | dr MI | PV ** | *** | r\$ | | | | | | | |
| 2.0 BlueHDi | 130 | 10.1 | 30.1 | 9.6 | 12.5 | 2.9 | 148 | 273 | 34.7 | 44/52 | 1430 | 27.11.13 |
| C5 4dr saloon 🗲 | ** | ** | | | | | | | | | | |
| 2.2 HDi | 136 | 8.7 | 25.3 | 8.8 | 9.1 | 2.9 | 171 | 273 | 34.5 | 38/44 | 1951 | 9.4.08 |
| DS5 5dr hatch | *** | ** | | | | | | | | | | |
| 2.0 HDi 160 | 134 | 9.1 | 26.5 | 8.7 | 11.0 | 2.9 | 161 | 251 | 40.1 | 42/55 | 1660 | 18.4.12 |
| BERLINGO 5dr N | APV 🖈 | ** | ** | | | | | | | | | |
| 1.6 HDi 90 | 99 | 14.7 | - | 16.7 | 14.0 | 2.9 | 90 | 159 | 26.6 | 38/47 | 1580 | 8.10.08 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

| 1.2 75 Access | 97 | 15.3 | - | 17.6 | 23.0 | 3.0 | 74 | 79 | 20.3 | 32/38 | 941 | 27.2.1 |
|-----------------------|--------|----------|-----|------|------|-----|-----|-----|------|-------|------|--------|
| FERRARI | | | | | | | | | | | | |
| 458 2dr coupé | | | | | | | | | | | | |
| 458 Italia | 202 | 3.3 | 7.0 | 2.4 | 5.7 | 2.3 | 562 | 398 | - | 17/20 | 1535 | 18.8.1 |
| 458 Speciale | 202 | 3.2 | 6.8 | 2.3 | 5.4 | 2.5 | 597 | 398 | - | 17/na | 1395 | 20.8.1 |
| F12 2dr coupé 🗲 | ** | ** | | | | | | | | | | |
| F12 Berlinetta | 211 | 3.0 | 6.5 | 2.3 | 5.4 | 2.2 | 731 | 509 | 29.7 | 13/18 | 1630 | 6.11.1 |
| CALIFORNIA 2di | r conv | rertible | ** | ** | ☆ | | | | | | | |
| California | 193 | 3.9 | 9.2 | 3.2 | 6.6 | 2.5 | 453 | 357 | 25.9 | 15/24 | 1785 | 22.7.0 |
| | | | | | | | | | | | | |

| PANDA 5dr hatc | h ★ 🕇 | *** | * | | | | | | | | | |
|----------------|-------|-------------|------|------|------|-----|-----|-----|------|-------|------|--------|
| 1.2 Easy | 102 | 14.6 | - | 15.3 | 19.9 | 3.0 | 68 | 75 | 22.2 | 39/49 | 1020 | 25.4. |
| 4x4 TwinAir | 103 | 14.6 | - | 15.8 | 16.0 | 3.0 | 84 | 107 | 20.8 | 37/44 | 1050 | 17.4. |
| 500 3dr hatch | *** | r ★☆ | | | | | | | | | | |
| Abarth 595 | 130 | 7.5 | 20.1 | 6.4 | 7.0 | 2.8 | 158 | 170 | 23.9 | 34/39 | 1035 | 26.2. |
| 500 TwinAir | 108 | 11.7 | - | 13 | 15.3 | 3.3 | 84 | 107 | 22.9 | 35/39 | 1070 | 24.11. |
| | | | | | | | | | | | | |
| FORD | | | | | | | | | | | | |
| KA 3dr hatch * | **: | ☆☆ | | | | | | | | | | |
| 1.2 Style+ | 99 | 13.6 | - | 23.2 | 10.4 | 2.9 | 67 | 80 | 22.1 | 41/53 | 1020 | 25.2. |
| B-MAX 5dr MPV | ** | ** | tr. | | | | | | | | | |
| 1.0T Ecoboost | 117 | 11.6 | 39.0 | 11.1 | 11.0 | 2.8 | 118 | 147 | 23.6 | 35/41 | 1345 | 02.1. |

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1.2 Style+ 99 | 3.6 | − 23.2 | 10.4 | 2.9 | 67 | 80 | 22.1 | 41/53 | 1020 | 252.09 |

■ MAX 5dr MPV ★★★★

■ 1.0T Ecoboost | 17 | 11.6 | 39.0 | 11.1 | 11.0 | 2.8 | 118 | 147 | 23.6 | 35/41 | 1345 | 02.1.13 |

FIESTA 3/5dr hatch ★★★★

■ 1.4 Zetec | 109 | 11,9 | 43.4 | 11.9 | 21.8 | 2.7 | 95 | 94 | 21.9 | 34/41 | 1090 | 15.10.08 |

ST-2 | 137 | 7.0 | 17.0 | 6.0 | 7.1 | 2.6 | 180 | 177 | 26.5 | 32/41 | 1163 | 155.13 |

FOCUS 5dr hatch ★★★★

■ 1.5 TDC1 Zetec | 121 | 10,9 | 36.3 | 10.9 | 10.3 | 3.35 | 118 | 199 | 33.1 | 59/63 | 1343 | 28.1.15 |

GRAND C-MAX 5dr MPV ★★★★

■ 2.0 TDC1 T'ium | 124 | 9.2 | 28.6 | 8.8 | 11.1 | 2.8 | 138 | 236 | 35.6 | 37/48 | 1705 | 17.11.10 |

S-MAX 5dr MPV ★★★★

■ 2.0 TDC1 T'ium | 123 | 10.5 | 32.0 | 10.4 | 13.9 | 2.5 | 148 | 258 | 39.5 | 44/46 | 1725 | 26.815 |

GRAND TOURNED CONNECT 5dr MPV ★★★★

■ 1.5 TDC1 T'ium | 103 | 13.2 | - 13.9 | 19.1 | 2.9 | 114 | 236 | 26.7 | 40/45 | 1785 | 6.814
```

```
Apg test/touring
                                          Braking 60-0m
                                                      Torque (lb/ft)
                                                           1ph/1000rpm
                                                Power (bhp)
                                30-70mph
               130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15
2.0 TDCi
1.5 TDCi
                99 14.3
                          - 15.2 14.4 2.7 89 151 28 39/48 1384 <u>3.9.14</u>
               122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
2.0 TDCi
    GER 5dr pick-up ★★★☆
TDCi 109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
3.2 TDCi
GINETTA
               140 6.3 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
```

| 3 | HONDA | | | | | | | | | | | | |
|---|------------------------|-----|--------------|------|------|------|-----|--------|------|--------|---------|------|----------|
| | JAZZ 5dr hatch | ** | ** \$ | 7 | | | | | | | | | |
| 4 | 1.4 ES | 113 | 10.7 | 35.2 | 10.7 | 14.3 | 3.2 | 99 | 94 | 20.5 | 35/43 | 1075 | 29.10.08 |
| | INSIGHT 5dr hat | | | | | | | | | | | | |
| 4 | 1.3 IMA SE | | | | 11.8 | *7.4 | 3.1 | 87+14 | 89+5 | 8 32.1 | 140/43 | 1240 | 18.3.09 |
| | CR-Z 3dr hatch | | | | | | | | | | | | |
| | CR-Z GT | | | | 9 | 17.1 | 2.9 | 113+15 | 107+ | 58 25. | .743/52 | 1198 | 14.4.10 |
| | CIVIC 5dr hatch | | | | | | | | | | | | |
| | 2.2 i-DTEC EX | | | | | | | | | | | | |
| | Type R GT | | | | 5.0 | 6.7 | 2.7 | 306 | 295 | 27 | 32/37 | 1378 | 5.8.15 |
| 1 | ACCORD 4dr sal | | | | | | | | | | | | |
| | 2.2 i-DTEC EX | | | | 9.1 | 9.8 | 2.9 | 148 | 258 | 34.2 | 39/47 | 1630 | 14.5.08 |
| | CR-V 5dr off-roa | | | | | | | | | | | | |
| | 2.2 i-DTEC EX | 118 | 9.7 | 31.3 | 9.9 | 5.9 | 2.5 | 148 | 258 | 32.4 | 36/45 | 1806 | 24.10.12 |
| 3 | | | | | | | | | | | | | |
| 5 | HYUNDAI | | | | | | | | | | | | |
| | i10 5dr hatch 🖈 | *** | 25.2 | | | | | | | | | | |

| | i10 5dr hatch ★ | | | | | | | | | | | | |
|---|-----------------------|-----|-----------|------|------|------|-----|-----|-----|------|-------|------|---------|
| | 1.0 SE | 96 | 14.7 | - | 16.2 | 19.9 | 2.9 | 65 | 70 | 20.0 | 44/51 | 925 | 29.1.14 |
| | i20 5dr hatch ★ | | | | | | | | | | | | |
| ı | 1.4 SE | 114 | 12.2 | 42.4 | 12.1 | 17.3 | 3.0 | 99 | 99 | 21.8 | 43/54 | 1060 | 7.1.14 |
| | i30 5dr hatch ★ | | | | | | | | | | | | |
| | 1.6 CRDi Active | 115 | 11.7 | 38.3 | 11.5 | 14.8 | 2.8 | 109 | 192 | 22.5 | 49/60 | 1360 | 14.3.12 |
| | i40 5dr estate * | | | | | | | | | | | | |
| ı | 1.7 CRDi | 118 | 12.2 | 41.4 | 12.5 | 12.3 | 2.9 | 114 | 192 | 29.4 | 44/51 | 1555 | 7.9.11 |
| | iX35 5dr SUV ★ | ** | ★☆ | | | | | | | | | | |
| | 2.0 Premium | 112 | 10.9 | 40.9 | 11.1 | 9.2 | 2.9 | 134 | 236 | 29.1 | 36/44 | 1695 | 17.3.10 |
| | SANTA FE 5dr SI | | | | | | | | | | | | |
| | 2.2 CRDi | 118 | 9.0 | 27.6 | 9.2 | *5.5 | 2.7 | 194 | 311 | 37.5 | 36/43 | 1940 | 19.9.12 |
| | VELOSTER 4dr c | | | | | | | | | | | | |
| ı | 1.6 GDI | 125 | 9.6 | 28.4 | 9.6 | 16.9 | 2.6 | 138 | 123 | 24.9 | 35/42 | 1230 | 18.1.12 |
| | | | | | | | | | | | | | |

| 155 | 5.6 | 12.4 | 4.5 | 12.2 | 2.7 | 426 | 419 | 43.3 | 23/29 | 1175 | 20.6.12 | INFINITI | |
|-------|------------|------|-----|------|-----|-----|-----|------|-------|------|---------|---|-----|
| coupé | | | | | | | | | | | | Q50 5dr saloon ★★☆☆☆ | |
| 181 | 4.4 | 9.4 | 3.3 | 11.7 | 2.3 | 460 | 465 | 48.4 | 22/33 | 1539 | 8.10.14 | 2.2 Premium 143 8.7 25.0 8.7 5.1* 3.0 168 295 42.5 49/59 1750 5.2. | .14 |
| | | | | | | | | | | | | Q70 4dr saloon ★★☆☆☆ | |
| ₽R | | | | | | | | | | | | 2.2 Prm'm Tech 137 9.6 28.6 9.6 15.8 3.2 168 295 40.8 39/45 1896 25.2. | .15 |
| on ★ | r★☆ | ☆ | | | | | | | | | | | |
| 144 | 72 | 211 | 7 5 | *45 | 20 | 226 | 200 | 20.0 | 20/24 | 2040 | 20 0 12 | IACHAR | |

| | O-CO-III | | | | | | | | | | | | |
|-----|------------------|--------|-------|--------|-------|------|-----|-----|-----|------|-------|------|----------|
| _ | F-TYPE 2dr conv | ertibl | e/3 d | r coup | é 🖈 🤈 | *** | * | | | | | | |
| | V8 S cabrio | 186 | 4.0 | 9.4 | 3.4 | 8.0 | 2.8 | 488 | 460 | 46.8 | 19/29 | 1655 | 12.6.13 |
| | V6 S coupé | 171 | 4.9 | 12.1 | 4.2 | 12.7 | 2.7 | 375 | 339 | 36.2 | 24/33 | 1594 | 11.6.14 |
| 09 | XF 4dr saloon/es | | | | | | | | | | | | |
| | 2.2 D | 140 | 7.6 | 22.9 | 8.0 | *4.8 | 2.9 | 197 | 332 | 46.3 | 39/46 | 1840 | 21.7.1 |
| 10 | 3.0 Sportbrake | 155 | 7.1 | 18.4 | 6.6 | 8.5 | 2.9 | 271 | 442 | 49.7 | 32/46 | 1875 | 31.10.12 |
| 11 | XFR 5.0 V8 | 155 | 4.7 | 10.2 | 3.8 | *2.1 | 2.6 | 503 | 461 | 36.3 | 20/25 | 1990 | 27.5.0 |
| | XE 4dr saloon ★ | ** | ** | | | | | | | | | | |
| 11_ | R-Sport 2.0 | 147 | 7.6 | 19.0 | 6.9 | 13.3 | 2.7 | 197 | 206 | 33.8 | 30/49 | 1530 | 1.7.1 |
| | XJ 4dr saloon * | | | | | | | | | | | | |
| 14 | 3.0D LWB | 155 | 6.3 | 16.5 | 6.6 | *3.6 | 2.7 | 271 | 443 | 43.5 | 28/36 | 1960 | 9.6.10 |
| | | | | | | | | | | | | | |

| 3 | JEEP | | | | | | | | |
|----|---------------------------------------|--|------|-----|-----|----------|-------|------|---------|
| 18 | CHEROKEE 5dr 4x4 * 2.0140 4x4 Ltd 117 | | 13.8 | 2.7 | 138 | 258 34.7 | 39/43 | 1846 | 24.6.14 |
| 2 | KIA | | | | | | | | |

| | PICANTO 5dr ha | tch 🗯 | ** | ★☆ | | | | | | | | | |
|---|----------------------|-------|------|-----------|------|------|-----|-----|-----|------|-------|------|---------|
| 8 | 1.0 '1' | 95 | 13.8 | - | 14.9 | 24.4 | 3.2 | 68 | 70 | 21.3 | 33/54 | 950 | 3.8.11 |
| _ | CARENS 5dr MP | ٧* | ** | ☆ | | | | | | | | | |
| | 1.7 CRDi '2' | 112 | 12.9 | 51.2 | 13.9 | 15.2 | 2.8 | 114 | 192 | 31.7 | 47/56 | 1581 | 29.5.13 |
| _ | CEE'D 3/5dr hat | ch ★ | ** | k 🌣 | | | | | | | | | |
| 3 | 1.6 CRDi LS | 117 | 10.6 | 34.1 | 10.3 | 9.6 | 2.5 | 113 | 188 | 28.6 | 39/49 | 1370 | 20.2.08 |
| _ | RIO 5dr hatch * | ** | ** | | | | | | | | | | |
| | 1.4i '2' | | | | 11.5 | 19.1 | 3.0 | 107 | 101 | 23.3 | 40/50 | 1155 | 14.9.11 |
| _ | OPTIMA 4dr salo | on 🖈 | ** | ☆☆ | | | | | | | | | |
| 0 | 2 1.7 CRDi | | | | 10.4 | 10.6 | 3.2 | 134 | 239 | 31.9 | 41/46 | 1535 | 8.2.12 |
| 4 | SPORTAGE 5dr 4 | | | | | | | | | | | | |
| | 2.0 CRDi F.E. | 112 | 10.5 | 41.8 | 11.3 | 12.2 | 3.0 | 134 | 236 | 33.6 | 35/39 | 1635 | 11.8.10 |
| 3 | SORENTO 5dr 42 | (4★ | ** | k# | | | | | | | | | |
| | 2.2 CRDi KX-4 | 128 | 9.3 | 28.6 | 9.4 | *5.7 | - | 197 | 325 | 35.2 | 35/39 | 1953 | 8.4.15 |
| 9 | | | | | | | | | | | | | |

| | LAND RO | | | | | | | | | | |
|---|----------------------|--------|------------------|-------|------|------|-----|-----|----------|-----------|--------------------|
| ı | DEFENDER 3/5 | dr 4x4 | 4 * * | ** | ☆ | | | | | | |
| _ | 90 XS 2.4D | 83 | 15.1 | - | 17.0 | 15.5 | 3.5 | 121 | 265 26.2 | 19/28 188 | 9 11.4.07 |
| | DISCOVERY SP | DRT 5 | dr 4x4 | 4 ** | ** | ☆ | | | | | |
| 3 | HSE Luxury | | | | | 11.8 | 2.4 | 188 | 310 47.2 | 34/37 186 | 3 18.3.15 |
| | DISCOVERY 5dr | 4x4 | *** | ** | | | | | | | |
| L | TDV6 HSE | 109 | 12.2 | 42.8 | 13.0 | 7.9 | 3.4 | 193 | 328 36.6 | 17/24 271 | 8 16.11.04 |
|) | RANGE ROVER | | | | | | | | | | |
| _ | 4.4 SDV8 | | | | | | | 334 | 516 41.8 | 25/35 262 | .5 12.12.12 |
| ı | RANGE ROVER | | | | | | | | | | |
| _ | 2.2 DS4 | | | | | | 3.1 | 187 | 310 37.3 | 30/36 181 | 5 13.7.11 |
| | RANGE ROVER | SPORT | 5dr 4 | 4x4 🖈 | ** | ** | | | | | |
| | 3.0 TDV6 | | | | | | | | | | |
| 1 | SVR | 162 | 4.4 | 10.3 | 3.8 | 12.6 | 2.6 | 542 | 502 41.8 | 22/19 233 | 15.4.15 |
| | | | | | | | | | | | |

| IS 4dr saloon > | | | | | | | | | | | | |
|-----------------|-----|------|------|------|------|-----|------|-------|------|-------|------|---------|
| IS300h | 143 | 8.1 | 20.2 | 7.3 | *4.3 | 2.7 | 220 | 163 | - | 39/48 | 1720 | 21.8.13 |
| CT200H 5dr ha | | | | | | | | | | | | |
| SE-L | 112 | 11.1 | 37.2 | 11.4 | *7.0 | 2.7 | 1341 | 05/15 | 3 – | 46/52 | 1450 | 23.3.11 |
| GS 4dr saloon | *** | ** | | | | | | | | | | |
| GS250 | | | 26.0 | 9.0 | 16.2 | 2.9 | 207 | 187 | 34.4 | 26/32 | 1695 | 1.8.12 |
| NX 5dr 4x4 * | | | | | | | | | | | | |
| 300h | 112 | 9.7 | 30.4 | 9.1 | *5.6 | 2.7 | 194 | na | - | 32/38 | 1905 | 1.10.14 |
| RC F 2dr coupé | | | | | | | | | | | | |
| RC F | 168 | 4.8 | 10.7 | 3.9 | 12.9 | 2.9 | 471 | 391 | 39 | 24/28 | 1765 | 18.2.15 |
| | | | | | | | | | | | | |

| Make and Model Top speed O-60mph O-100mph 30-70mph Fo-70mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/fouring | Make and Model Top speed 0-60mph 0-100mph 30-70mph 50-70mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/touring Weight (kg) | Make and Model Top speed O-60mph O-100mph 30-70mph Braking 60-0mph Torque (lb/ft) Mph/1000rpm Mpg test/fouring Weight (kg) |
|--|--|---|
| LOTUS | NISSAN | ETI5dr SUV ★★★☆ |
| ELISE 2dr roadster ★★★★☆ 1.27 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10 EVORA 2dr coupé ★★★☆ | 1.2 Tekna 105 11.6 - 12.3 18.7 3.0 79 81 22.6 45/53 1002 19.1.11 | .0TD1140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.10.09 SUBARU |
| Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09 Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 EXIGE 2 dr couré * * * * * * | 1.2 Acenta Prm 106 12.6 − 13.4 20.3 2.9 79 81 21.8 42/54 1036 9.10.13 X PULSAR 5dr hatch ★★★☆☆ 2. | /5drhatch ★★☆☆ OD SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12 PRESTER 3/5dr hatch ★★☆☆ |
| Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13 | JUKE 5dr hatch ★★★☆ Acenta 1.6 111 10.3 41.6 9.9 12.7 3.0 115 117 19.5 36/46 1230 3.11.10 WI | .0d XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 56.13 RX 4dr saloon ★★★☆☆ |
| MASERATI GRANTURISMO 2dr coupé ★★★☆ 4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08 | Nismo RS 137 7.5 18.7 6.0 9.0 3.2 215 207 23.9 34/35 1341 11.3.15 LEAF 5dr hatch ★★★☆☆ | TI Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14 SUZUKI |
| GRANCABRIO 2dr open ★★★★☆ 4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 147.10 GHIBLI 4dr saloon ★★★★☆ | QASHQAI 5dr hatch ★★★★★ 1.0 | .TO 5dr hatch ★★★☆ 0 SZ3 96 11.5 - 12.9 20.7 2.8 67 66 21.9 50/69 885 224.09 WFT 3/5dr hatch ★★★☆ |
| Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14 MAZDA | X-TRAIL 5dr hatch ★★★☆ 1.6 dCi 2WD 117 11.2 39.7 11.7 11.2 3.0 128 236 32.8 42/48 1550 13.8.14 CE | 2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.9.10 = LERIO 5 dr hatch * * * * * * * * * * * * * * * * * * * |
| 25dr hatch ★★★☆ 1.5 Sky'v-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15 | 370Z 155 5.4 12.8 4.7 9.9 2.4 326 270 30.5 26/34 1508 297.09 SX GT-R 2dr coupé ★★★★★ 1.6 | (4 S-CROSS 5dr hatch ★★★☆ 6 DDIS SZ4 111 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13 |
| 3 5dr hatch ★★★★☆ 2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13 5 5dr MPV ★★★☆☆ | NOBLE 1.0 | TARA 5dr hatch ★★★★☆ 6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15 |
| 1.6D Sport 111 12.5 − 13.4 11.1 2.9 113 199 31.3 35/40 1555 16.211 6 4dr saloon/5dr estate ★★★★★ 2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 231.13 | M600 225 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.10.09 M | TESLA ODEL \$ 5dr hatch * * * * * erformance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13 |
| CX-3 5dr hatch ★★★☆ 1.50 SE-L Nav 110 10.3 34.7 10.3 10.3 - 104 199 34.8 59/60 1275 227.15 CX-5 5dr hatch ★★★☆ | PEUGEOT 208 3/5dr hatch ★★★☆☆ | TOYOTA G0 5dr hatchback ★★★☆☆ |
| 2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12 | GTi 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.2.15 1.6 308 3/5dr hatch *** | 0 VVTi 99 13.9 − 15.2 24.1 3.0 68 70 22.5 49/63 900 2.7.14 NRIS 5dr hatchback ★★★☆ |
| MCLAREN 650S 2dr coupé/roadster ★★★★ 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 307.13 | 1.6e-HD1115 118 10.1 32.6 10.4 13.9 3.0 114 199 38.5 48/59 1395 15.1.14 1.5 508 SW estate ★★★★☆ 2.0 HD1163 138 9.6 28.6 9.7 5.8 2.57 161 255 32.3 32/46 1680 255.11 1.3 | ERSO-S 5dr hatchback ★★★☆☆ |
| P1 2dr coupé * * * * * * P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/ 7.5.14 | 2008 Mini SUV ★★★☆ 1.6 e-HDi 117 10.7 37.8 11.5 11.8 3.2 114 199 32.7 49/59 1180 19.6.13 2. | 186 3dr coupé * * * * * * * * * * * * * * * * * * * |
| MERCEDES-AMG C63 4dr saloon **** | Sport HDi 150 121 9.4 29.1 9.1 9.5 2.1 148 251 32.2 24/50 1580 11.11.09 1.6 Hybrid4 118 9.0 31.6 8.9 8.6 2.6 161+36221+14832.7 41/49 1790 25.1.12 PF | 6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07 RIUS 5dr hatch ★★★★☆ |
| C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15 GT 2dr coupé ★★★★☆ S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 29.1.15 | 1.6 HDi 110 114 13.0 22.0 13.2 9.8 3.1 107 192 28.1 20/48 1547 27.1.10 LA RCZ 3dr coupé ★★★☆ 4. | Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 − 48/56 1415 8.7.09 IMD CRUISER V8 5dr 4x4 ★★★★★ ★★★ 3.0 282 479 40.3 18/20 2880 30.1.08 |
| MERCEDES-BENZ A-CLASS 5dr hatch ★★★★☆ | | VAUXHALL DAM 5dr hatch ★★★☆☆ |
| | BOXSTER 2dr convertible **** \$ 3.4 | 2 JamecoFLEX 103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 6.2.13 |
| B200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12 C-CLASS 4dr ★★★☆ | 2.7 165 5.9 13.6 5.1 8.2 2.7 271 214 23.9 29/34 1385 24.4.13 CC 911 2dr coupé ★★★★ 1.4 | DRSA 3/5dr ★★★★☆ 4T SRi VX-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14 |
| NEW C-CLASS 4dr ★★★☆ | | KR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15 ERIVA 5dr MPV * * * * * * * * * * * * * * * * * * * |
| CLA 4dr coupé ★ ★ ☆ ☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 26.6.13 SLK 2dr cc ★ ★ ☆ ☆ | 918 SPYDER 2dr coupé ★★★★★ G | STRA 3/5dr hatch ★★★★☆ TC 1.6 Turbo 137 8.8 24.3 8.2 13.4 2.7 178 170 28.3 31/38 1465 23.11.11 .0 VXR 155 6.4 16.5 6.0 7.0 2.8 276 295 27.6 27/33 1565 25.712 |
| SLK 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 27.7.11 E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★☆ | PANAMERA 5dr hatch ★★★☆ 4.8 Turbo 188 4.0 9.2 3.4 13.5 2.5 493 567 45.0 20/28 2045 20.909 2. | SIGNIA 5dr hatch/estate ★★★★☆ O CDTi 160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08 |
| E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 24.6.09 E350 CDI estatel49 6.9 19.2 6.9 *4.0 2.9 228 398 389, 29/36 1995 172.10 E250 CDI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 144.10 | Turbo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 4.6.14 2. CAYENNE 5dr 4x4 ★★★☆ MM | NFIRA TOURER 5dr ★★★☆ OCDT1165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12 OKKA Mini SUV ★★★☆ |
| CLS 4dr coupé/5dr estate ★★★★★★ 350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.4.11 350 CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 91.13 | | (R8 4dr saloon ★★★★☆ |
| S-CLASS 4dr saloon/Zdr coupé ** ** * * * \$350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 16.10.13 \$63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.12.14 | | VOLKSWAGEN P 3dr hatch **** |
| GLA 5dr 4x4 ★★★☆ 220 CDI SE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 14.5.14 | RENAULT TWINGO 5 dr hatch ★★★★☆ | 0 High Up 106 13.8 − 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11 DLO 3/5dr hatch ★★★★☆ |
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| GL350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 24.7.13 SL 2dr convertible ***** SL 500 155 4.3 9.9 3.6 6.5 2.7 429 516 39.6 10/24 1815 8.8.12 | 0.9 TCE 113 13.4 - 13.9 19.1 2.8 89 100 23.8 38/47 1009 6.3.13 2. | TI Perf. DSG 155 6.5 16.4 5.9 8.9 2.8 227 258 34.4 32/38 1402 10.7.13 O.TDI 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.1.13 155 4.8 12.0 4.3 6.5 2.9 296 280 27.1 34/29 1495 94.14 |
| SL63 AMG 155 4.6 10.4 3.8 8.7 2.5 518 465 34.3 17/21 2000 7.5.08 | | Golf 87 10.5 - 11.0 7.0 2.7 113 199 7.6 244Wh/m1585 109.14 TE 138 7.7 18.2 6.1 7.7 2.5 201 258 7.6 44/45 1599 20.5.15 |
| MG 3 5dr hatch **** | SCENIC 5dr MPV ★★★★☆ Grand 1.4 TCe 121 11.0 34.8 10.4 9.2 2.3 129 140 22.1 28/36 1457 16.9.09 SC | 6 TDI 117 12.2 44.6 12.8 13.2 2.7 103 184 32.6 47/57 1495 31.8.11 CIROCCO 2dr coupé ★★★★★ |
| 1.53Form Spt 108 11.4 41.5 11.6 19.6 2.8 105 101 22.2 37/41 1150 25.12.13 6.5dr hatch ** 大会会会 1.8 T 120 8.8 25.8 9.2 11 2.8 158 159 28 29/37 1525 11.5.11 | ROLLS-ROYCE 2. PHANTOM 4dr saloon ★★★★☆ | 0.TSIGT 144 6.7 17.0 6.1 7.9 2.7 197 207 20.6 29/39 1390 10.9.08 0.TSIG 155 6.5 13.7 4.9 5.9 2.7 261 258 26.3 28/34 1400 242.10 SSSAT 4dr saloon/5dr estate *********************************** |
| MINI MINI 3dr hatch **** | 2dr Coupé 155 6.1 15.5 5.9 *3.4 2.9 453 531 38.7 7/18 2495 27.8.08 TI | 0.TDI190 GT 144 8.7 23.6 8.1 13.1 3.2 187 295 37.9 45/52 1614 42.15 GUAN 5dr 4x4 ★★★★☆ 0.TDI Sport 115 10.3 37.5 10.9 9.9 2.9 138 236 30.0 31/39 1755 28.1107 |
| | Ghost 155 4.9 10.6 3.9 *2.3 2.6 563 575 46.0 18/23 2450 7.7.10 TO | DUAREG 5dr 4x4 ★★★☆ .0 V6 TDI SE 135 6.9 19.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 1.9.10 |
| Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 29.9.10 COUPE 2dr coupé ★★★☆☆ | SEAT V4 | VOLVO 10 4dr hatch ★★★☆☆ |
| JCW 149 7.2 17.0 6.0 6.0 2.8 208 207 23.9 33/46 1230 26.10.11 ROADSTER 2dr convertible ★★★★☆ Cooper\$ 141 8.1 19.9 7.3 8.0 2.5 182 177 23.7 33/45 1260 95.12 | Cupra 1.4 TSI 140 7.0 19.6 6.3 *3.6 2.4 178 184 21.3 31/40 1172 21.10.09 56 LEON 3/5dr hatch ★★★★☆ D4 | 4 SE Nav 143 7.6 20.4 6.9 9.2 3.0 179 295 39.4 46/59 1580 5.3.14 |
| MITSUBISHI | SC 2.0 TDI FR 142 8.0 22.1 7.5 9.6 2.9 181 280 35.6 47/54 1350 49.13 V6 Cupra SC 280 155 5.9 13.6 4.4 7.1 2.7 276 258 27.2 28/36 1441 26.3.14 D5 | 60 5dr estate ★★★☆ |
| 1.8 DiD 3 124 10.0 28.8 10.1 8.6 2.8 148 221 29.6 49/57 1490 21.7.10 OUTLANDER 5dr 4x4 ★★★★☆ | 2.0 TDI 170 DSG127 10.5 38.3 11.2 *7.0 3.0 168 258 30.5 35/40 1935 1.12.10 Pc | olestar 155 5.3 13.1 4.6 9.0 2.6 345 369 34.8 26/32 1834 15.10.14 70 5dr estate ★ ★ ★ ☆ ☆ |
| 2.2 DID GX5 18 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 27.3.13 10.6 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 16.4.14 | FORTWO 3dr hatch ★★★☆☆ Prime 96 11.2 - 11.4 12.3 3.2 89 97 22.3 -/- 880 4.3.15 D5 | 260 5dr 4x4 ★★★★☆ 5 SE Lux 118 9.5 30.5 9.5 *5.8 2.9 182 295 33.6 17/36 1930 26.11.08 |
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| | RAPID 4dr saloon * * * * * * 1.2 TSI 114 11.3 45.5 11.5 14.2 2.9 84 118 26.1 40/47 1175 512.12 | |



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ALC R2I ALG X002 RAT 0X02 RAW H4I RCB P33 RCM N99 RCS P33 RDH P99 RDM XII RET P888 REX REZ 6195 PC05 RJC P40 RJF N600 RJG XM02 RJM LI3 GES N333 GJB K400 GJC KI8 GJD K20 GJG K800 GJM K600 GJM K60 GJP K88 GJR L800 GJS K800 GJW DW03 MMW R25 MOD OG02 MOG OX02 MOR T200 MPB R2I MPC S27 MPR T77 MPW P33 MRA T33 MRD J800 MRM THI DE STAND T60 TSW UAZ 898 UBZ 656 AJD £550 AJD £475 UCZ 757 UDZ 878 UEZ 626 UFZ 345 UIW 272 UJZ 737 ULZ 232 K800 GJW GKZ 242 GLZ 626 P80 GMB K88 GMD K66 GMG L77 GMH K20 GMM P80 GMP K88 GMR R24 GMS N80 GMW K80 GPS G40 GRB ULZ 232 UNZ 818 UXI 616 J60 VAB K30 VAC J70 VAD J12 VAG VH06 VAH J60 VAH M77 VAM J9 VAP S80 MRR P33 MSD K60 MSG P88 MSM J99 MSN MP06 MSP L99 MSP T33 MSS N77 MSW WW59 MUM M40 NAC P90 NAH K60 NAW NBZ 212 NCZ 676 NFZ 262 K60 NJD L66 NJG K900 NJM P80 GMB OXO3 KÄR K88 GMD 190 KAW L77 GMH OXO3 KES K20 GMM KFZ 868 P80 GMMP KHZ 565 K88 GMR L200 KJC R24 GMS N90 KJC R80 GMW L20 KJG K80 GMS L20 KJG K80 GRS L21 KJS K80 KJS K80 GRS L21 KJS K80 KJS K8 T29 RJR AI2 RKC KI6 RMD P30 RMM LI8 RMP K50 RMR RNZ 474 X002 ALL R25 ALM R21 ALW TB54 AMB S134 APB R21 APH P80 APR P333 APW YE52 ARM OX03 ART K300 ARW T88 ASA Y65 ASC K66 ASD K90 ASG R21 ASP X006 ALF P600 ALF RNZ 474 OXO3 ROW ROO6 ROZ J80 RRB JI2 RRC R2I RRD R60 RRG J70 RRH R80 RRM P88 RRP P80 RRR J9 VAP R90 VAR K60 VAS J12 VAW VAZ I700 VBZ 737 VDZ 454 T26 VEE N900 VET VFZ 404 J88 VJB R3I ALH R2I ALL R25 ALS R29 AMC £650 R21 AMD £475 R23 AME £475 TII RRW J333 RSB RC09 RSC N60 RSC K90 RSD JI9 RSG P999 RSL 160 ASR N80 ASW AXZ 434 L55 BAB N88 BAC J60 BAG R555 BAM BR02 BAP OX04 BAR X002 BAT P44 BEA S700 BED OX03 BEK R21 BER BFZ 141 R21 BJB JI8 VJC K7 VJD J60 VJG M88 VJM P77 VJP PI0 VJR S66 VJS **ALL PRICED AT** L200 AMM £550 R23 AMP £550 R121 AMP £475 EFZ 494 TI2 EJB R26 EJC K88 RSR P12 RSW S50 RYE T33 SA6 OX05 SAN R21 SAP S053 SAS S053 SAS S053 SAS S053 SAS S053 SAS S053 SAS R24 SAT OX02 SAW K19 SCB T14 SCD T99 SCW R25 SDB R99 SDC F23 SDA R25 SDB R99 SDC R23 SEA R25 SDB R25 SDB R23 SEA R21 SEW K33 SFC 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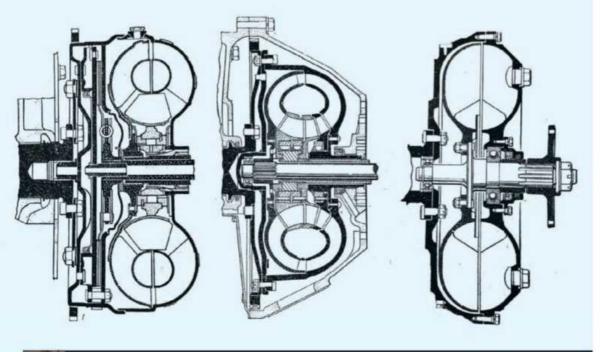
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| 1 DT | 1 RH | DB 171 | JW 8 | 1111 P | V1NEE | 73 DS | JP 11 | 69 PN | 57 UD | 5790 PO | RBT 97 |
| EVJ 1 | 1 RHL | 2 DOG | 7 JX | P 21 | 22 WWW | DL 95 | 68 JS | 50 PE | 70 WN | 758 POO | RBW 2 |
| 1 EVY | 1 RYL | 5 DOS | 4 K | P 41 | WM 6 | 97 DT | 87 JW | 69 PE | 41 WR | POR 364 | RCB 253 |
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| F 1 | 1 SUU | E 33 | JD 666 | 8 PL | AA 82 | 20 EF | 81 KK | 98 PR | 55 WL | PPR 4 | 60 RCX |
| FCU 1 | THN 1 | 6 EP | K4 AHN | POR 5H | 43 AB | 33 EJ | 17 KL | 60 PS | 51 XX | 3333 PR | RD 4003 |
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| GWN 1 | TTJ 1 | 3333 G | LJ 2 | 4 RON | 30 BV | 27 FK | 30 LE | 27 RM | PBG 20 | 40 PRX | RGB 416 |
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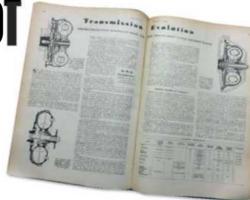
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Rear View Mirror: tales from our archive

The evolution of transmissions 25 August 1950



ollowing World War 2, automatic transmissions became commonplace on American cars, prompting Autocar to ponder how long it would be before similar systems were adopted by British car makers.

"Very shortly some decision will have to be made in order that British cars can continue to hold their own against American competition," wrote technical expert MS Crosthwaite in the magazine, in August 1950.

"There is no doubt at all that car users who regard the automobile primarily as a means of transport will no longer continue to view the conventional clutch and synchromesh gearbox with favour. Elimination of the clutch pedal would appear to be an absolute necessity."

Crosthwaite detailed three types of automatic transmission - the semiautomatic overdrive, a four-speed 'planetary' gearbox and a fully automatic torque converter - and assessed their suitability for the British market.

"Two factors are of vital importance when considering a transmission for British cars, namely, what may be considered 'reasonable' efficiency and

The twisting roads of Britain, with their high traffic density, have no counterpart. Thus ease of gear changing is essential'

whether fully automatic control is desirable," he wrote.

"Behind any consideration of these arguments, however, lies the question of environment and its effect upon the type of vehicle most suitable.

"In many ways the narrow twisting roads of Great Britain, with their high traffic density, have no counterpart. Thus ease of gear changing is essential, although the actual percentage of the life of the car spent in intermediate gears $\hbox{may not be unduly high. Nevertheless,}$ it will be enough to show up in terms of fuel consumption any relatively low transmission efficiency."

At the same time, he identified two factors contributing towards the need for a reconsideration of gear ratios.

"These are the reduced drag of modern coachwork, resulting in the possibility of attaining higher road speeds with a given engine power, and the realization that in other countries, where high cruising speeds can be sustained for long distances, a higher top gear ratio is desirable in order to keep engine speeds reasonable."

Ultimately, Crosthwaite felt that other technical elements of the car could play a more important role in improving fuel economy than transmission evolution.

"No transmission is an end in itself. The ideal is to have so much surplus engine power that nothing is required beyond a device to provide a smooth start," he wrote. "While this desirable state is approached by the large-capacity American car, it cannot be expected in other countries where fuel is expensive.

"The alternative is, however, open to all. It lies in more effort devoted to reducing weight and drag. No amount of transmission development can replace the need for these improvements."

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage

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Autocar is published by Haymarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK Tel+44 (0)20 8267 5000

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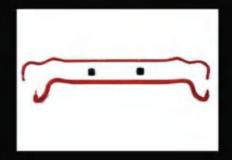
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